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# GREG LEMOND

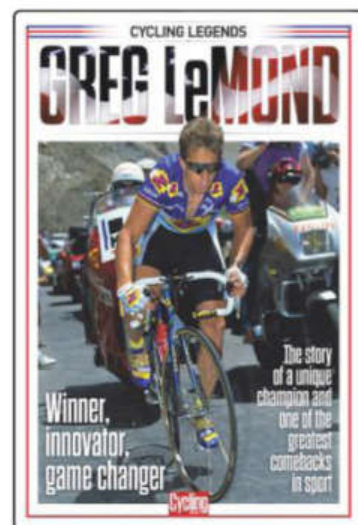
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# THIS ISSUE 29/10

## A parcours to be proud of

**B**eing over a century old and renowned throughout the world, you might expect an institution like the Tour de France to keep doing things the way it always has done.

True, the Paris finale and the colour of the leaders' jerseys remain constant, but the Grand Boucle has proved itself remarkably adept at adapting to the times.

For example, the Tour pioneered the publicity caravan, did away with the overly complex all-rounder classification and took anti-doping matters into its own hands when the UCI was twiddling its thumbs.

Where the Tour really excels in remaining relevant, though, is in tweaking its race route each year.

Following last week's unveiling in Paris, next year's Tour route looks set to be a thriller with unfamiliar climbs, a closer green jersey competition and some nail-biting stage finishes in the mountains.

Inevitably analysts will see the parcours suiting one rider over another. But if the 2016 Tour has been designed for one outcome in particular, it is to keep us in suspense until the final weekend.

That's the theory. Whether this is what comes to pass next July will be down to tactics, luck and the preparations riders make for the race. With the route on the table, the most diligent contenders

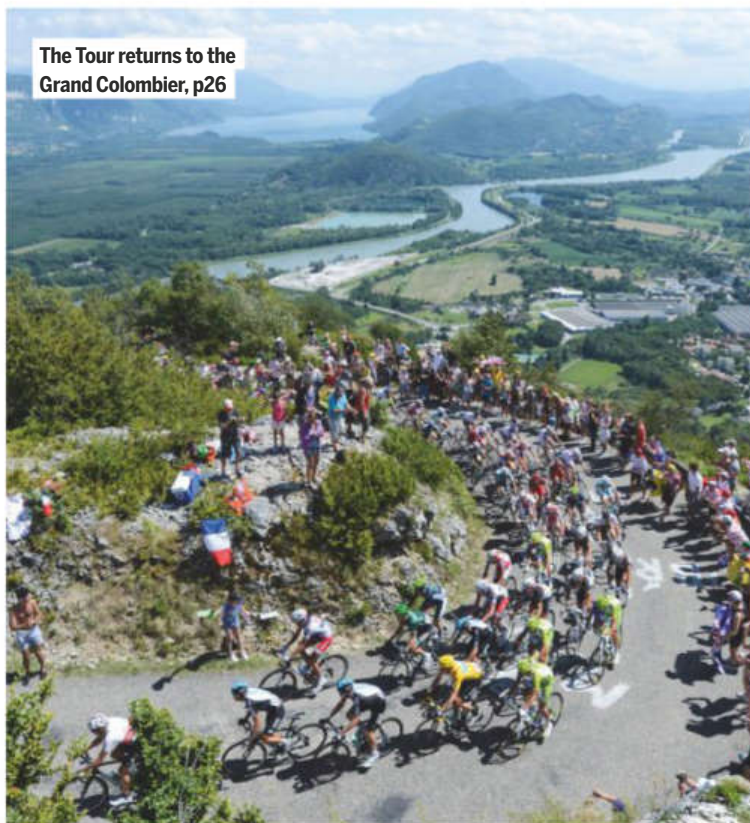
are thinking about such things already.

Hugh Gladstone,  
Acting deputy editor



Photos: Graham Watson, Jesse Wild

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# Froome begins build-up in Japan

Sky man begins season build-up in the Far East







Richard Abraham in Saitama

**H**aving ended his off-season with participation at the Saitama Criterium in Japan last week, Chris Froome has now begun his build-up to a season that will see him take aim at a rare double: a third Tour de France title and gold medal in the Olympic Games in Rio de Janeiro.

It was Froome's third participation in the exhibition race in Japan, which is run by Tour organiser ASO, and came after he attended the launch of the 2016 Tour de France route in Paris on October 20 and a Team Sky get-together in London.

Froome liked the look of the Tour route — which features nine mountain stages and two hilly time trials — and believes a Tour-Olympic double could be on the cards. Froome could also earn selection as Great Britain's sole rider in the time trial.

"The Olympic road race and time trial are always a little bit of a gamble, especially off the back of a Tour de France, but I think we're going to give it our best shot next year," Froome said. "We've got two weeks from the Champs-Élysées until the start of the road race I think, so I think that's enough time to recover and probably get a small training block in before going over to Rio."

When asked whether he would take a third Tour victory over Olympic gold, he was unable to decide.

"I'd definitely be torn, but

either would just be amazing," he said.

"The way I'm looking at things at the moment, everything has got to be about the best build-up aimed at the Tour and then anything else has to fit in around that."

Froome agreed with comments last week made by his team manager Dave Brailsford that the Tour was harder for him to win given what Brailsford called the "French attitude" towards Froome and Team Sky.

However he added that he believes he can still improve physically ahead of next year's Tour and, given the 54km of individual time trialling in next year's race, will focus in particular on improving his prowess against the clock.

"Positioning is always something I can work on," he said. "[I can improve my] core stability, I think I can put out more power, and I think I can get my weight lower."

This winter will also see the release of the results of Froome's independent physiological testing, which he underwent at the GlaxoSmithKline lab in August to counter speculation surrounding his performances in the Tour. Froome however was cryptic when asked what the release would involve.

"The results will be published before the end of the year," he said. "It's certainly not about proving anything, it's more about understanding, but again you'll have to wait for that and draw from it what you want."

*Full Tour route details, p26*

## MY VIEW...

### Richard Abraham

*Cycling Weekly* news writer

Chris Froome shouldn't have too much problem being fit for the Olympics after the Tour; he did so in 2012 and got bronze in the TT. The question mark for me is over his one-day race track record. He has never finished an elite World Championships road race and his best result in a WorldTour one-day race is 28th in the 2013 GP Montréal.



Photo: Yuzuru Sunada





# Big in Japan

## Why do Tour stars head east?

Richard Abraham in Saitama

**P**rofessional riders get precious little holiday time in the off-season, and riding around a Tokyo suburb after having a go at archery might seem like an odd way to spend it. John Degenkolb even went straight from his beach holiday to get there. But seldom, it seems, do bike riders get to combine their business with so much pleasure.

The Saitama Criterium is ASO's solution to the city's desire to host the Grand

Départ of the Tour, patently a logistical impossibility. Instead the town gets two days of the Tour de France variety show; in the past riders have experienced sumo wrestling, this year they got to try their hand at traditional archery and went on a tour of the local railway museum.

Riders were reluctant to admit that the narrative of the racing is, like post-Tour criteriums, pre-planned. Degenkolb won the 'sprint' from Trek's Japanese rider Fumiyaiki Beppu and Chris Froome (in the yellow jersey).

The race's average speed was 43kph; at the end of the race, Froome's SRM read a modest average power of 244 watts.

But the Japanese fans were happy to go along with the script, and equally riders loved their warm, respectful and occasionally bizarre expressions of fanaticism. One woman took a selfie with Sky's Andy Fenn while he obligingly wore a hat featuring a cutout of Chris Froome's cat Coco that she had made at home. That doesn't happen in Belgium.

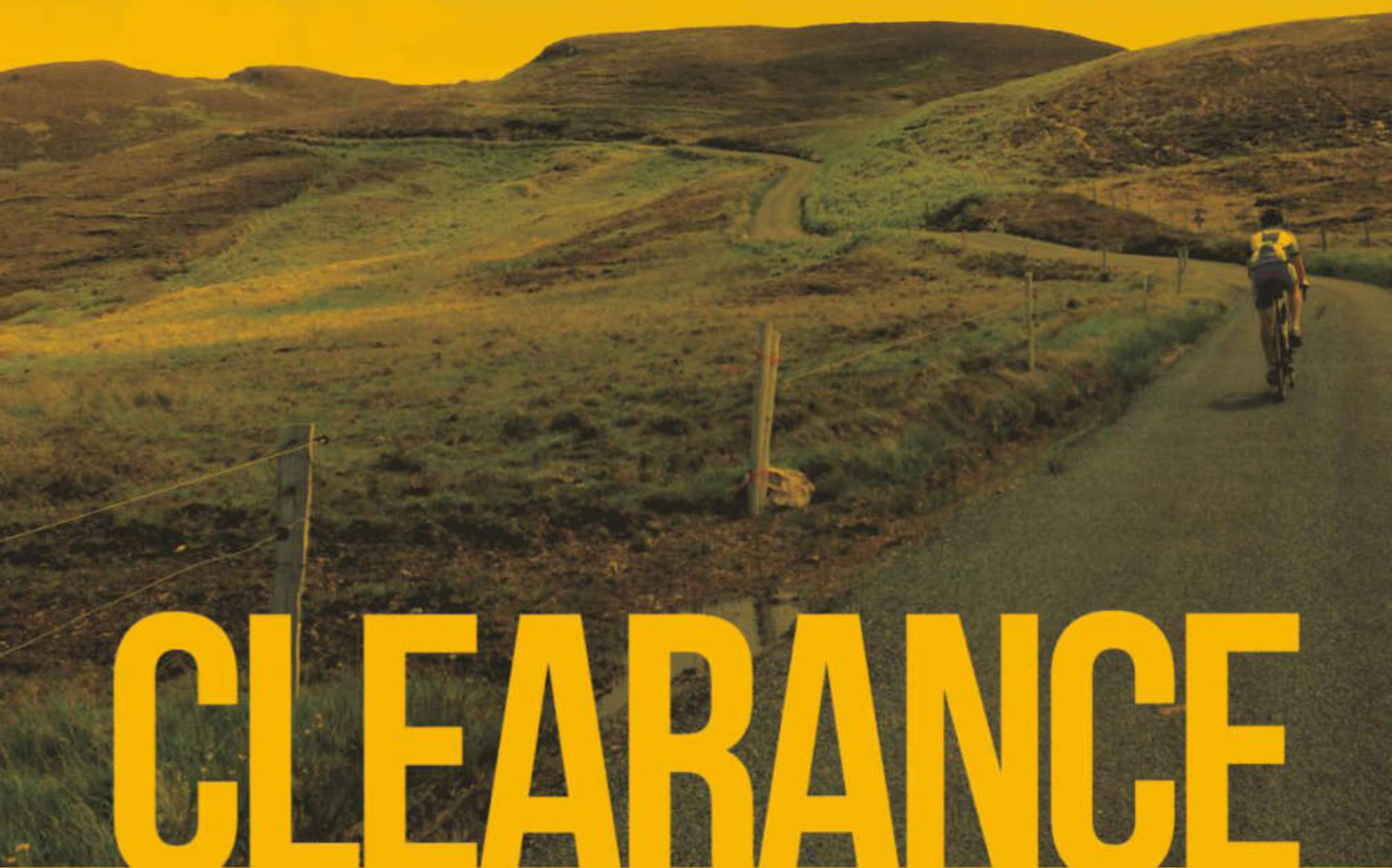
"It is still work, we're still in cycling kit and it is work to an extent. But it is fun,

trying new food, stabbing each other with chopsticks at dinner, experiencing the new culture," Froome told *Cycling Weekly*. "And it is a pleasure to come to Japan when the fans are so enthusiastic."

Riders do receive a financial incentive to appear at the event, and organisers also meet the expenses of friends and family that wish to accompany them. Many stay on in the country for an extended holiday. There's an additional potential financial boost, with rumours that riders can make the most of Japan's enthusiasm for cycling by flogging a bit of kit at the end of the season.



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# Bussell makes hill-climb history

## Stourbridge star takes two national titles in same year

Chris Marshall-Bell

**R**ichard Bussell (RST Sport-Aero Coach) became the first person to win the National 10-mile and National Hill-Climb Championships in the same year with a storming ride at Jackson Bridge in West Yorkshire on Sunday.

The 26-year-old rode the 0.9-mile course in a time of 4-15.6, 4.9 seconds quicker than the pre-race favourite and defending champion Dan Evans (Cannondale UK-Team Elite). Joe Clark (Envelope-master) was third, 6.3 seconds adrift of the winning time.

Bussell had shed 6kg of bodyweight since the national 10 in late August but was surprised with his result.

"I didn't want to build myself up but secretly I wanted the win and I thought I had a chance," the postman, who was riding a fixed gear of 39x18, told *Cycling Weekly*.

"I'd never ridden the course before and was aiming for 4-15 as I knew that would be close. I was pleasantly surprised to have won.

"A hill-climb is straightforward and gears, I find, are a distraction. You either sit down or stand up —

you don't need to be changing gears every 30 seconds."

A large crowd lined the V9912 course, near Holmfirth, with cowbells and clappers joined by a trombone-playing spectator on the roadside.

Bookmaker Paddy Power offered odds of 14/1 for Bussell and had Evans — who rode the course in a time of 4-11 a fortnight prior — as evens to win; 40 per cent of all bets were placed on the latter.

"I got overexcited and went far too early," Evans rued. "Two weeks ago I did 700 watts for the first 30 seconds and Sunday I was closer to 800.

In the middle, I was struggling and felt myself sitting down. I'd blown.

"I was surprised I finished second. I've had a lot of good rides this year so I can't be too disappointed."

Other pre-race favourites Tejvan Pettinger (Sri Chinmoy RT) and Matt Clinton (Mike Vaughan Cycles) were sixth and seventh respectively. Five-time winner Jim Henderson, 42, was the fastest veteran in 15th place on his first Nationals since 2009, but he announced afterwards that he would retire from the discipline for a second time.







# Maryka Sennema beats the odds

Maryka Sennema overcame illness and self-doubt to win the women's National Hill-Climb Championships for a third successive year on Sunday.

The Paceline RT rider rode the Jackson Bridge course in 5-31.9, 2.3 seconds quicker than time-trial supremo Hayley Simmonds (Velosport) and three seconds faster than third-placed Lou Bates (Carnac Planet X).

The favourite, however, was suffering from an ongoing virus and was half-a-kilo heavier than last year.

She said: "I doubted a little because I was a little heavier and there were so many strong girls riding.

"I went up three days ago and smashed the course but that didn't happen today.

"I spent three days in hospital three weeks ago with my daughter who broke her elbow and I'm surprised I'm not more ill. But I was well enough!"

Simmonds, who represented GB in the road Worlds in September, won the National 10, 25 and 100 Championships this year and claimed the British Universities and Colleges Sports Hill-Climb Championships on Saturday at Calver Bridge, Derbyshire, said it was "excellent" to finish second.

"I've medalled in everything from a hill-climb to a National 100 this year so I'll take that," she said.

"My highlight of the day was going back to the car, ignoring the recovery drink and eating shortbread. I've starved myself this week so I deserved it!"

## MY VIEW...

### Chris Marshall-Bell

*Cycling Weekly* news writer



Who would have thought a national bookmaker would offer odds on the National Hill-Climb Championships?

It reflects the discipline's phenomenal popularity this year and the surprising result in the men's race vindicated one of cycling's most often used phrases: "anything can happen on the day."





# GB duo miss out on Six-Day glory

## Latham and Wood just inches from overall win

Nick Bull in London

**B**ritish duo Chris Latham and Ollie Wood emerged as the heroes of London's first six-day meeting in 35 years, as the pair came within inches of a memorable victory in front of a sell-out crowd at the Lee Valley Velodrome last Friday.

Competing in their first-ever professional six, wins in the evening's team elimination and flying 500m TTT meant Latham, 21, and Wood, 19, led the likes of renowned Belgian pairings Kenny De Ketele and Moreno De Pauw, and Iljo Keisse and Gijs van Hoecke going into the final Madison.

However, De Ketele's late burst at the end of a frantic race saw him pip Latham on

the line to take the victory, and with it the overall glory.

"It's incredible — we're going to have to win the next one now," joked Latham, a British Cycling Academy graduate who will race for Team Wiggins in 2016.

Wood, who will remain part of BC's Senior Academy in 2016, added: "We're both delighted with second. We came here not thinking we'd do this well — to be up there with those guys, going for the win in the final sprint is incredible.

"I was pretty tired going into the final race, but I got a big last boost, especially because the crowd was behind us."

Latham said stage races were the closest comparable event to Six-Day London, but admitted the latter was "flat-out every night", while Wood

felt he gained a lot in his first experience of such an event.

"I've learned not to get too excited in the first few days," he said. "And don't ride massive gears, either — by the third day, that will catch up with you."

"So I had a 95-inch for the bunch races, and then a 98 or 100 for the individual races. They're much smaller than what you normally ride — I rode a 98-inch for

the Madison at the recent European Championships."

Mark Darbon, CEO of organiser Madison Sports Group, believes the thrilling finale bodes well for future editions of Six-Day London.

"I couldn't be happier, the atmosphere was amazing, and we wanted to create something that we can build on in future years," he said. "We've done that, and this isn't just a one-year thing."

### MY VIEW...

#### Nick Bull

*Cycling Weekly* news writer

The first London six in 35 years couldn't have ended any better: the racing was exciting and the sell-out crowd contributed to a party mood. On this evidence, Madison Sports Group's efforts to modernise the format may just work.





## Weekly column **Rob Hayles**



### **“The pain and exhaustion I’d feel during the week was always replaced by the euphoria of finishing the final Madison”**

**I**t had been 35 long years since the last six-day was held in the capital — at Wembley Arena — and this week’s action inside the Lee Valley Velodrome flew by. The lighting was sensational, the music top-drawer, and the performances on the track absolutely mind-blowing.

Three years ago, this venue was the centre of our universe for a week; British athletes won seven titles here during the Olympics. While there were no gold medals at stake this time round, the fight for supremacy was no less intense. Eighteen teams of two have tested themselves and each other over 35 separate events during this celebration of winter track warfare.

Now that the winners have been crowned, I hope that the pairing of Kenny De Ketele and Moreno De Pauw, will be the first of many names that go down in the history books of this new, revitalised event.

#### **Empathy and envy**

During my career, I raced in 21 six-day events across Europe, but at no point did it ever cross my mind that one day we would be in a position to return the favour to our Continental friends. While standing in the track centre to which the riders retreat between races, it got me thinking back to all those late nights I spent chasing myself around the boards.

The pain and exhaustion I’d feel during the week was always replaced by the euphoria of finishing the final Madison. With this in mind, I understood 100 per cent the feelings behind the contorted looks on the faces of each and every one of the riders as they rolled down the ramp and back into the infield after each race.

However, while I could empathise with them, I certainly didn’t envy them. Would I wish to have the opportunity to be among the mayhem again, riding 20km races ridden at 59kph averages? I don’t think so! For now, I’ll stick to my day — I mean, night — job, thanks very much.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He’s also a coffee connoisseur and garden shed inventor

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# Ian Steel, 1928-2015

Kenny Pryde

**I**an Steel, the Glaswegian who was the only British rider ever to win the legendarily-difficult Peace Race, died last week at the age of 86. Among Steel's other wins was the overall classification of the 1951 Tour of Britain, which he won riding for Viking Cycles. In his heyday in the early 1950s, Steel's exploits were inspirational in Scotland.

Steel first came to wider attention with his time trialling exploits after he joined and rode for Glasgow United CC at the 'late' age of 18, though he later switched to the Glasgow Wheelers for the remainder of his amateur years.

In the faction-dominated cycling of the era — where the National Cyclists' Union squabbled with the British League of Racing Cyclists (BLRC) — Steel eventually ended up riding for the Viking Cycles pro team, which comprised Les Scales, Bev Wood, Ian Greenfield, Frank Seel and Ken Jowett. As part of a semi-pro British BLRC team, Steel won the 14-day Peace Race (Warsaw-Berlin-Prague) in 1952. "It was a massive race over there," said Steel, interviewed in 1987. "The crowds were astonishing, there was nothing like it, nothing to compare it to other than the Tour de France. I think to some extent the race really did help unite those countries, which were still struggling to rebuild after the war, the countries were devastated in places and the roads were bad, lots of cobbles, dirt and dust."

Steel went on to ride as part of a composite British professional team in the 1955 Tour de France, but internal divisions between the riders didn't help anyone's cause and Steel quit the race after a week, disgusted and demoralised. It would be his first and last appearance at the Tour and Steel would retire from the professional scene in 1956, managing the Viking Cycles team for a short period.

Steel slowly withdrew from cycling, spending more time on racing yachts and sailing, which led him to working with designers on the Clyde and skippering on the Mediterranean. Nevertheless, Steel still maintained links with cycling from his house in Largs on the west coast of Scotland. In later years he was a generous supporter of the Braveheart Fund and, even as his health started to fail as he coped with the effects of throat cancer, he was a regular presence at the fund dinner.

Such was his enthusiasm for cycling's grass roots, he was out spectating at the Scottish National Road Race Championship in June this year. Steel may have been one step removed from cycling in his later years, but he still requested that he be buried in a Glasgow United CC jersey and riding kit. Knowing his love of Lagavulin whisky, Steel's wife, Peggy, will also make sure there's a miniature in his casket.







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## The Year by Dave Barter, £20

Cycling Weekly contributor Dave Barter uncovers the stories of those riders who have pushed themselves to attempt cycling's toughest challenge: the year mileage record. Brilliantly researched and containing in-depth analysis of those who have attempted the feat, this is a must-read. [www.v-publishing.co.uk](http://www.v-publishing.co.uk)



Britain's Nikki Harris (Telenet-Fidea) placed second in Sunday's Superprestige cyclo-cross round in Zonhoven, Belgium, an event characterised by its two challenging sandpit descents.

# Payton's plan

## Belgium-based Hannah aiming for World Cup results

Chris Marshall-Bell

**W**inner of Sunday's second round in Derby, emerging cyclo-cross star Hannah Payton (Team Kineses) says she will give increased attention to the National Trophy series to boost her results in the UCI's World Cup competition.

The 21-year-old, who also triumphed in the series opener at Southampton two weeks ago, beat Amira Mellor (Oldfield-Paul Milnes Cycles) by 20 seconds and third-placed Beth Crumpton (North West CC) by nearly half a minute.

Payton has finished 27th in the first two rounds of the World Cup series in Las Vegas and Valkenburg. With a maiden top-20 placing in her sights, she has revised her pre-season intentions of not focusing on the National Trophy in her quest of achieving such a result.

"The Trophy wasn't an aim but after I won in Southampton I realised it's worth coming back to from Belgium [where she is based] to earn 40 UCI points for a win, because the more points you have the better starting grid position in the World Cup races," she told CW. "Finishing in the top-20 at the World Cups is realistic."

"I'll miss the Milton Keynes Trophy race because it clashes with the [sixth round of the] World Cup but I'll be at the other three."

National champion Ian Field (Hargroves Cycles), who had also won at Southampton, claimed the men's victory in Derby.

He placed 28 seconds ahead of Angelo De Clercq (Sunweb-Napoleon Games CT). Graham Briggs (JLT Condor) was third, a further four seconds down.

The third round of the six-round National Trophy takes place at Durham on Sunday, November 8.



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**Sir Bradley Wiggins and Owain Doull were third in the Madison time trial at the second round of the Revolution in Manchester last weekend before heading off to Cali, Colombia, for the opening round of this weekend's Track World Cup (October 30-November 1). It was confirmed last week that Wiggins will lead his eponymous road team at the 2016 Tour of California (May 15-21) as part of his build-up to the Olympic Games.**

## Tiernan-Locke to go solo?

Jonathan Tiernan-Locke might return to racing the UK domestic circuit next season despite claiming to have turned down offers from UCI Continental level teams. The former Team Sky rider's two-year suspension for anomalies in his anti-doping passport ends on December 31. The Devonian, 30, has consistently denied doping. "There are some very good personal sponsors prepared to help me," he told the *Torquay Herald Express* last week. "So I might do something a bit different and ride as a one-man band. I did it before, early in my career, and it worked for me then."

## Cycling fatalities: MP has his say

The way the police and the justice system treat cycling deaths ought to change, according to the former director of public prosecutions, Sir Keir Starmer. The decision on whether to prosecute in cases where cyclists have been killed should be made by the Crown Prosecution Service (CPS), Starmer, now a Labour MP, said. Currently investigating police forces decide whether to pass the case on to the CPS. Statistics showed that only 54 per cent of incidents between 2007 and 2014 where a cyclist has been killed resulted in the driver being charged.

Photo: David Pearce

Guest column

**Katie Archibald**



**"I'll tell you now that I don't want it going down to a bunch sprint — so if you're watching online expect an active race"**

**I**'ve been to Colombia once before and rather drowsily fell in love with the place. As we landed, every Colombian on the plane exclaimed in joy: "COLOMBIAAAAAA!" It's a passionate kind of place. Winning the women's team pursuit world title and pulling on a rainbow jersey there in 2014 may also affect my memories of Colombia, but I can't be sure.

The GB team pursuiter — Elinor Barker, Ciara Horne, Joanna Rowsell Shand (bloody hell, Joanna, you've not made that one easy getting married), Laura Trott and I — are returning this week for the first Track World Cup round of the season. I'm so excited for the long-haul travel and all the in-flight games! Last season, I'd learnt all the questions the computer had in Who Wants To Be a Millionaire? game and so now I'm a billionaire. I'm also pretty handy at Caveman (a Pac-Man knock-off) when I've still got my wits about me early on in the 11-hour flight.

I'm excited for the bike racing a little bit more though. My main focus is team pursuit, but I'm riding the scratch race as well. Since this article is only in print in Britain, I'll tell you now that I don't want it going down to a bunch sprint — so if you're watching online — it will be available on the UCI YouTube channel — expect an active race. Then again, I might lose my legs in a tragic overexertion accident riding team pursuit the day before, and be forced to ride round chewing my stem. Fingers crossed for having it all though.

After setting a marker for our season at the recent European Championships, we team pursuiter are feeling pretty good about continuing to test ourselves and our tactics at a fully international competition. We came back from the Euros with some gold medals (and some souvenir bells) and a good idea of what we're capable of. That all sounds a bit pretentious, but unfortunately that's how it is. Now that the countdown to Rio is in months and not years, I'm overly serious about so many things. Apart from stopping having peanut butter in my porridge: that idea I can't take seriously at all.

Former swimmer Katie Archibald made a splash in cycling when she won her first team pursuit world title after just three years in the sport





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Laws hopes to help bring on young talent

# Laws extends career to join Storey set-up

## Former British road race champion delays retirement

Owen Rogers

**F**ormer British road race champion Sharon Laws has delayed her retirement to join Dame Sarah Storey's Podium Ambition squad for 2016. The 41-year-old will join Joanna Rowsell Shand, Katie Archibald and multiple Paralympic champion Storey herself in the team, which will become a UCI-registered squad next season.

Laws, who rode for the Swiss Bigla outfit in 2015, considered retirement but was persuaded to continue by Podium Ambition's vision and the chance to educate younger riders.

"I wanted to do something different," Laws told *CW*. "They had this vision of bringing girls to race in Europe and wanted to use my experience. It's nice to have the opportunity to

race in a different role; I want to be able to help the team step up to pro level."

A challenging 2015 season also impacted on Laws's decision to continue her career. She added: "It's been as physically hard as it was mentally hard. Starting the season with a broken collarbone [at the Ladies Tour of Qatar] was not ideal. It's been a tough year and I don't want to finish on a negative."

American Sara Headley from Tibco-SVB and Australian Nicole Moerig, both of whom will be based in the UK, last week completed the team's 14-rider roster. The squad rode as Pearl Izumi-Sports Tours International in 2015; the latter remains on board for next season, with a further title sponsor set to be announced in the coming weeks.

# Barnes signs for Canyon team

Nick Bull

Britain's Hannah Barnes has signed for the new Canyon-backed women's team for 2016. The 22-year-old, whose five wins in 2015 included the final stage of the Women's Tour in Hemel Hempstead, has spent the previous two seasons riding a largely American-based programme with the UnitedHealthcare team.

Three-time National Circuit Race Champion Barnes will have a European-centric schedule with her new team, which has evolved from the successful Velocio-SRAM squad.

"I always look at teams whose riders stay there for a long time: it says a lot about the management and the way they work," Barnes told *Cycling Weekly*.

"While racing against Velocio at the Tour of California and Women's Tour this year, it was evident that the riders have a real bond and there's a friendly atmosphere within the team. Joining was an easy decision."

Barnes is still recovering from an ankle injury sustained in a crash in August, which curtailed her best pro season to date.

She added: "Last winter I started working with a coach [Jenny Gretton] for the first time.

"My racing schedule worked well, too, and spending the winter in Girona helped me prepare for the season.

"I'm really happy with how 2015 went, and it was nice to get recognition for that from [Canyon manager] Ronny Lauke and the team."



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# THE BIG QUESTION

## In your opinion, which rider gave the standout performance of the year?

Geraint Thomas — Tour de France. The man was absolutely outstanding in all respects. Not only a great team player, but showed amazing grit and determination and put in an immaculate personal performance.

*Jonny Harvey*

After a heavy season of racing and finishing second so consistently it has to be Peter Sagan at the World Champs pulling it off on the biggest of stages. It felt like you were watching a race where finally it all clicked. I think every cycling fan is excited at the prospect of many more years of Sagan to come.

*Faye Walker*

Tom Dumoulin in the Vuelta a España — epic ride and was only beaten by the strength of the other teams, not by an individual. What Grand Tour winners should be like... not robotic watt analysts.

*Neil Cobley*

Ruben Plaza, who successfully broke away to win a stage of the Tour, the longest solo breakaway in a Grand Tour.

*Monde Sussmann*

Alberto Contador's ascent of the Mortirolo in the Giro d'Italia: no team-mates left to help so he bridges the 50-second gap to Fabio Aru and Mikel Landa on his own. His out-of-the-saddle climbing style makes it look even better.

*Ian Carter*

Lizzie Armitstead for her ride to win the British national road race title. She smashed the field and left them in her wake.

*Lee Bishop*

Esteban Chaves at the Vuelta — out of nowhere and with little mountain help.

*Gareth Murray*



Thomas and Froome both had outstanding seasons for Team Sky

Steve Cummings's win in the Tour de France on Bastille Day. Mugging two French riders... BOOOOM!

*Paul Cope*

Got to be Taylor Phinney winning the stage in the USA Pro Tour — first big win since coming back from a devastating crash.

*Joe Wellington*

Steve Abraham for me. The resilience and determination to succeed [in his annual mileage record attempt] were, and are, awe-inspiring. When he had his ankle broken he could easily have given up, but instead he was pedalling one-legged round the bowl in Milton Keynes to keep his fitness and miles up. He has ridden close to

200 miles every day this year on average.

*Ant Smith*

Chris Froome at the Tour de France. Getting the job done with all the French wagging their fingers at him.

*Graham Joyce*

Me. I am the standout performer in my eyes.

*Marc Carter*

### Next week's big question...

What do you think of Mark Cavendish's move to MTN-Qhubeka/Dimension Data? Reply to us at [cycling@timeinc.com](mailto:cycling@timeinc.com) or at [www.facebook.com/CyclingWeekly](https://www.facebook.com/CyclingWeekly)



# Letters

Letter of the week  
wins a Lazer O2  
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## Timmis has still got it



It was a great article on Adrian Timmis's return to Alpe d'Huez (CW, Oct 1). How riders managed the great mountains on the gear ratios of yesteryear is beyond me.

The article mentioned that ANC-Halfords were the first British trade team to take part in the Tour de France... Not so! The mighty Hercules team of the mid-Fifties hold that honour.

Reading the race results in the same issue, I noticed that an Adrian Timmis won the Masters category in the Great Orme Road Race. Is this the same Adrian? Once in your blood, always in your blood. If it was him, I bet he was using modern gear ratios!

*Jan Sommerfeld, email*

*CW replies: Yes, the very same man! Timmis is now 51, rides for Cadence Sport, and he won comfortably, by 53 seconds.*

## Invisible masters

Where have all the older cyclists gone? It seems we become invisible once over the age of 35.

Over 400 riders from 25 nations have been at Manchester for a week for the UCI Masters Track World Championships. And yet, if you look at its website, nobody from British Cycling seems to have noticed them all thundering around the track outside their office doors.

*Geoff Wiles, email*

## Pre-Rio pessimism

Rio 2016 forecast: two gold medals, Shane Sutton retires, BC

membership nosedives, UK Sport funding falls off a cliff and Team Wiggins ends. I hope I'm wrong!

*Eric Farquharson, email*

## Times should change

The prestigious *Sunday Times* Sports Award closed for nominees on September 23. Three days later, Lizzie Armitstead won the World Championships road race. Two weeks ago, Laura Trott and Katie Archibald both won triple gold medals at the European Championships.

All three are on course to produce excellent performances at the Rio Olympics. Did it not occur to the sports editors of the *Sunday Times* that these riders' effective exclusion from nomination is unfair?

Considering Britain's cycling success over the past decade, the *Sunday Times* decision baffles and disappoints me.

*Peter King, Surrey*

## Condor clarification

Your article on Condor Cycles last month (CW, September 3) says that Monty

Young founded the shop, but Condor Cycles had a shop in Balls Pond Road, Islington, operated by Wally Conway, the original owner of Condors.

Wally died of a heart attack in the late Fifties, when Monty, Wally's wife's younger brother, took over the reins, forming Condors the bike shop.

Condors sponsored an independent team; members Peter Barrett and Terry Jeoffroy remain active cyclists.

*Ted McDonald, South Africa*

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Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

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Cycling Weekly ABC, Jan-Dec, 2014 (print & digital)

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Cycling Weekly, 0011-4316, is published weekly by Time Inc. (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England  
The 2015 US annual subscription price is \$384.20. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA.  
Periodicals postage paid at Jamaica, NY 11434.  
US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA  
Subscription records are maintained at Time Inc. Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England  
Air Business Ltd is acting as our mailing agent.

Registered at the Post Office as a newspaper. Printed in the UK by the Polestar Group. Distributed by Marketforce (UK) Ltd., a Time Inc. (UK) Ltd company, 2nd floor, 5 Churchill Place, Canary Wharf, London E14 5HU

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# 2016 Tour de FRANCE







## The world's biggest bike race will go right down to the wire

Richard Abraham in Paris

**W**ith 16 new stage towns, a dozen rarely used and lesser known mountain climbs and five tricky downhill finales, the 2016 Tour de France will be a race of new challenges and new places as organisers seek to break from tradition next year.

Those bottom-of-the-mountain finishes, including on the penultimate day over the Col de Joux Plane and down the technical descent into Morzine, add an extra dimension to a more balanced Tour route that features four summit finishes, up to seven sprint stages, and 54km of hilly individual time trialling.

In his speech at the presentation of the route to sponsors, riders, press and local authority leaders at the Palais des Congrès in Paris on October 20, Tour director Christian Prudhomme quoted French author Marcel Proust, saying: "To discover doesn't necessarily mean looking for new landscapes but looking with new eyes."

The 2016 Tour will do just that, taking the traditional regions of the Tour de France but eschewing the traditional stages and summit finishes for something a bit different.

There is a whole host of new or seldom-used climbs, including three in the Massif Central on stage five and a double ascent of the Col du Grand Colombier (pictured left) from two directions on stage 15, a day that includes over 4,000m of ascent.

### Legend in the making

"We've been to the Grand Colombier once before [2012] and it is on the verge of becoming one of the Tour's mythical climbs, and we want it to become so," said Tour race director Thierry Gouvenou. "From the summit you can see right across the Alps, you can see the Rhône below you, the Lac du Bourget is close by, and of course you have those little hairpins."

"It's what we want to do with these new locations, we want to create some more mythical places for the Tour."

There is plenty on offer to

**"With these new locations we want to create more mythical places for the Tour"**

keep the Tour traditionalists happy too. The race starts in mainland France for only the second time since 2008 at one of the country's most iconic landmarks: Le Mont-Saint-Michel — the monastery-topped island that pops up out of the edge of the English Channel. The Tour is broadcast in over 180 countries, so any route is as much about showing off the best of France's scenery as it is about creating the best sporting event.

Stage five from Limoges to Le Lioran will pass right by the doorstep of one of France's greatest sporting heroes, Raymond Poulidor, in the year that sees the three-times Tour runner-up turn 80. The trip to Mont Ventoux on Bastille Day (stage 12) is about as traditional as the Tour gets while the climb they call *l'incontournable*, the unavoidable, the Col du Tourmalet makes its 81st appearance in the race on stage eight.

### Breaking the formula

It's worth taking a look at stage eight, from Pau to Bagnères-de-Luchon. Two classic stage towns with 67 and 57 visits respectively, the traditional route between the two would have seen riders tackle the 'Circle of Death' climbs of the Col d'Aubisque, Col du Tourmalet, Col d'Aspin and Col de Peyresourde. Instead, however, riders begin with the Tourmalet before heading over the Hourquette d'Ancizan, Col de Val Louron-Azet and finishing with the Peyresourde. It's the classic Pyrenean stage, but with an interesting and refreshing twist.

Indeed there was a time not that long ago when the Tour de France route would be a relatively formulaic trip around France, comprising a prologue, a series of sprint stages, a couple of long



Old hands (l-r) Thévenet, Poulidor and Zoetemelk at the route unveiling

Photo: Cor Vos

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time trials and plenty of vast mountain slogs over enormous high passes. In the end, the American usually won.

In recent years the Tour has broken with that tradition by including short uphill finishes and medium mountain stages, and in one sense 2016 is continuing that trend; tricky finishes in Cherbourg (stage two), Limoges (stage four), Revel (stage 10) and Berne (stage 16) will offer something to the *puncheurs*.

The race will also cross plenty of smaller first and second-category climbs rather than the *hors-catégorie* variety. Despite skirting around Mont Blanc

**“A backloaded, mountain-heavy final week can be relied upon for fireworks”**

in the northern French Alps and including a trip to Switzerland, the 2016 Tour only goes over 2,000m in altitude three times, all of them in the Pyrenees before the first rest day (and only one in France itself, the other two being in Spain and Andorra). “The paradox,” added Prudhomme, “is that around Mont Blanc, the highest mountain in Europe, the passes aren’t actually very high.”

#### A sprinters’ Tour?

The route has even done away with the unwritten rule of alternating between a final week in the Alps or the Pyrenees, heading to the Alps in the last week for a third year in four. However the more ‘classic’ opening stages that featured cobbles and hills in 2015 have been exchanged for more run of the mill sprint stages. Indeed the total of six or seven potential bunch sprints is considerably more than the three or four this year. Will it make for exciting racing or risk turning much of the race into

## Going downhill, fast

“If you brake less, you can win more,” was how Dutch rider Robert Gesink explained the importance of the descending in next year’s Tour de France. “If you can descend well, I think you can really make a difference.”

With three long downhill finishes to Culoz, Bagnères-de-Luchon and Morzine plus two

tricky descents in the finales of stages five and seven, going downhill could be as important to the GC and stage victories as going up. The penultimate day’s downhill finish is the first time since 2001 that the Tour hasn’t headed for Paris immediately after a summit or a TT.

It will suit riders like Peter Sagan and Vincenzo Nibali (should he ride the Tour), who attacked on a technical descent to win Il Lombardia earlier this month, and riders like Romain Bardet, who on stage five will ride along his home roads of the Cantal region.

“He’s one of the best descenders in the peloton,” said his Ag2r La Mondiale team manager Vincent Lavenu. “He knows how to handle his bike. He is full of beans, he’s got nerves of steel, and he won his stage of the Tour this year [stage 18] because he did a super descent. I think there are plenty of stages next year that are a great fit for him.”



Bardet has a decent descent

## Summit new

Everyone has heard of Mont Ventoux. But in a Tour of new and unfamiliar climbs, which ones are also worth getting to know?



#### Pas de Peyrol Stage five

The highest road pass in the Massif Central at 1,589m, the Pas de Peyrol is the first serious climb just five days into the Tour and is a nasty way to start. The final three kilometres average over 11 per cent, although it sits 30km from the finish in Le Lioran. It was last climbed in 2011 on the infamous stage that saw Johnny Hoogerland and Juan Antonio Flecha knocked down by a TV car.

5.4km  
at 8.1%



#### Horquette d'Ancizan Stage eight

Rough and rural, this hidden Pyrenean gem has never been climbed by the Tour from the western side, as it will be in 2016. In fact the other side has only been climbed by the race twice before, in 2011 and in 2013 when it was the final climb on the 10th stage that saw Chris Froome's lead in the Tour come under serious threat and Dan Martin escape to win the stage.

8.2km  
at 4.9%



#### Col du Grand Colombier Stage 15

Famous for its series of tight hairpins cutting through a spur of rock overlooking the Rhône Valley, the Grand Colombier has featured in the Tour just once before, in 2012.

This year the Tour will ascend from the western flank before descending to the north-east, passing the finish line, looping up the southern face before descending the same route again for a finish in Culoz. With summits at 1,501m and 891m, it will be a spectacular stage.

12.8km  
at 6.8%  
then  
8.4km  
at 7.6%



## Stage list

Stage	Date	Location	Distance	Terrain
1	Saturday, July 2	Mont-Saint-Michel > Utah Beach Sainte-Marie-du-Mont	188 km	Flat
2	Sunday, July 3	Saint-Lô > Cherbourg-Octeville	182 km	Flat
3	Monday, July 4	Granville > Angers	222 km	Flat
4	Tuesday, July 5	Saumur > Limoges	232 km	Flat
5	Wednesday, July 6	Limoges > Le Lioran	216 km	Hilly
6	Thursday, July 7	Arpajon-sur-Cère > Montauban	187 km	Intermediate
7	Friday, July 8	L'Isle-Jourdain > Lac de Payolle	162 km	Mountain
8	Saturday, July 9	Pau > Bagnères-de-Luchon	183 km	Mountain
9	Sunday, July 10	Vielha Val d'Aran > Andorre Arcalis	184 km	Mountain
-	Monday, July 11	Andorre		Rest day
10	Tuesday, July 12	Escaldes-Engordany > Revel	198 km	Mountain
11	Wednesday, July 13	Carcassonne > Montpellier	164 km	Flat
12	Thursday, July 14	Montpellier > Mont Ventoux	185 km	Mountain
13	Friday, July 15	Bourg-Saint-Andéol > La Caverne du Pont-d'Arc	37 km	Individual time trial
14	Saturday, July 16	Montélimar > Villars-les-Dombes Parc des Oiseaux	208 km	Intermediate
15	Sunday, July 17	Bourg-en-Bresse > Culoz	159 km	Intermediate
16	Monday, July 18	Moirans-en-Montagne > Berne	208 km	Intermediate
-	Tuesday, July 19	Berne		Rest day
17	Wednesday, July 20	Berne > Finhaut-Emosson	184 km	Mountain
18	Thursday, July 21	Sallanches > Megève	17 km	Individual time trial
19	Friday, July 22	Albertville > Saint-Gervais Mont Blanc	146 km	Mountain
20	Saturday, July 23	Megève > Morzine	146 km	Mountain
21	Sunday, July 24	Chantilly > Paris Champs-Élysées	113 km	Flat



### Finhaut-Emosson Stage 17

Having first been climbed in the 2014 Critérium du Dauphiné, the searingly steep road to the spectacular dam at the Franco-Swiss border is a tough climb that gets tougher as it drags on. Brand new to the Tour, in 2014 Chris Froome conceded 20 seconds and the Dauphiné race lead to Alberto Contador here. A newly-discovered tunnel makes the whole thing possible; the caravan will descend via the tunnel while team buses will park up along the dam wall.

10.4km  
at 8.4%



### Montée de Bisanne Stage 19

Never before climbed by the Tour, the Montée de Bisanne (a large proportion of the Signal de Bisanne climb) is a narrow, winding back road that climbs an alternative route to the Col des Saiesies. Rising to 1,723m with the final 6km at around 10 per cent, its enclosed, tree-lined slopes are the penultimate climb 50km before the uphill finish at St Gervais-Mont Blanc. Curiously, three of the four climbs before it are all called Col de la Forclaz.

12.4km  
at 8.2%



### Col de la Ramaz Stage 20

The Ramaz has only been crossed twice before by the Tour (in 2003 and 2010) and is famous as being the point where Lance Armstrong's 2010 Tour came off the rails. The Texan crashed approaching the climb and his rivals conspired to drive the pace and stick the knife in. It features steep sections through long tunnels with 4km to the summit, and comes as the penultimate climb of the penultimate stage, right before the Col de Joux Plane.

13.9km  
at 7.9%

a boring procession? Only time will tell, although crosswinds could play havoc on the exposed Norman coast on day one when the race opens with a conventional road stage.

Nevertheless the back-loaded, mountain-heavy final week can be relied upon for fireworks. With four stages in the high mountains following what Sky principal Sir Dave Brailsford described as a “sporting course” 37km time trial on stage 13, there’s also a crucial 17km uphill time trial from Sallanches to Megève on stage 18 for riders to contend with. It’s not quite a mountain time trial; rather, it’s a fairly unusual, draggy ride up two categorised climbs that could throw up some surprises.

“It looks exciting. I think there’s quite a good mix of

hilltop finishes, mountain stages with a downhill finish, and I think the two time trials make it really interesting,” Brailsford said. “I think where the emphasis of the race is, it’s all to be played for in the last section. Rest day, hilly TT and then a couple of really tough mountain stages.”

“I think it is a parcours that tests every aspect of professional cycling,” said defending champion Chris Froome. “You’re going to have to be able to time trial, you’re going to have to be able to climb extremely well. You have to be able to descend properly, and in the first week I imagine crosswinds are going to be quite prevalent too.

“I definitely think it does suit me a lot better than this year’s Tour de France.” ■



The fastmen get six cracks of the whip next year

## Sprinters' delight

Mark Cavendish predicted that around six potential sprint stages could be up for grabs for him and the likes of André Greipel and Marcel Kittel, the highest number since 2011.

“That’s less than there used to be but you never know,” said Cavendish, who will intend to start the Tour with Dimension Data next year. “I thought that there were more this year [in 2015] but then you get the actual profiles around six weeks before the race and then it completely changes the format.”

Although a flat finish at World War II site Utah Beach on stage one will hand the sprinters the chance to wear the first yellow jersey of the race for the third time in four years, a nasty uphill finish up the Côte de la Glacière — a 2km ramp with a section at 14 per cent whose name translates as ‘Ice Cream Shop Hill’ — in Cherbourg on stage two should see it slip off their shoulders. Plus the finish in Limoges after the longest stage of the race, 232km on stage four, could offer enough of a ramp to test the pure fast finishers too.

Further opportunities present themselves on stages three, six, 11, 14 and the stage 21 finale on the Champs Élysées in Paris. The stages could tip the balance of the green jersey slightly away from Peter Sagan, however the new world champion is likely to be odds-on favourite to win it for a fifth year running.



The Tour returns to Mont-Saint-Michel for 2016

## Tour route in brief

### Climbers' bonus

Following their reintroduction in 2015, bonus seconds will be back for the 2016 Tour de France. Ten, six and four seconds will be on offer to the first three finishers on each road stage. Organisers have also tweaked the King of the Mountains classification in an effort to spice it up, offering double points on the final climbs when they lead to an immediate downhill to the finish, as well as the traditional summit finish.

### 2016 Etape du Tour

Next year's Etape du Tour will follow the route of one of the toughest stages of the 2016 race, that of stage 20 from Megève to Morzine. Taking place on Sunday July 10, 13 days ahead of the race, the sportive, which this year attracted 15,000 riders, will take in four key climbs over the 146km route, including the Col des Aravis, Col de la Colombière, Col de la Ramaz and Col de Joux-Plane. The finale will see riders tackle the technical descent off the Joux-Plane and into Morzine. Registration is open: [www.letapedutour.com](http://www.letapedutour.com)

### Tall order

The high point of the 2016 Tour is the summit finish at Andorra-Arcalis at 2,240m. However with a length of 10.1km and an average gradient of 7.2 per cent it's not the hardest climb in the Tour. However two of the preceding climbs, the Col de Beixalis and Cote de la Cornella, were run in what was called the hardest ever day in a modern Grand Tour, stage 11 of this year's Vuelta. It was a day that saw the withdrawal of Chris Froome due to a broken foot.



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# Epic days Poleaxed in Poland

The opening stage of last year's Tour of Poland ended calamitously after a freak storm blew in





Micky McMahon

**I**t's well known that crashes are part and parcel of bike racing, but when the riders rolled out of Gdansk last year for the opening stage of the 71st Tour of Poland, few could have imagined the chaos that would unfold during the 226km to Bydgoszcz.

Temperatures at the start reached 35°C, but it was not only the heat that the riders had to contend with. With 50km to go, a freak storm wreaked havoc on the race, with rain, hail and gale force winds battering the peloton. With sudden gusts, fallen trees, broken branches and slickened roads, just staying upright on the bike proved a challenge.

Many riders in the bunch (including Janez Brajkovic, pictured) succumbed to mass spills amid the detritus while, up front, with 20km remaining, the entire four-man breakaway slid off on a slippery left hander. Although they all quickly remounted, it scuppered their chances of staying away.

The sprinters' teams — splintered and with notable absences as a result of the crashes — swept up the remaining three riders in the final kilometre. But the chaos wasn't over yet: as Giant-Shimano's Luka Mezgec touched a wheel and was sent hurtling into the barriers, leaving Ag2r La Mondiale's Yauheni Hutarovich to take the victory.

Miraculously, given the carnage, only five riders abandoned the race that day, but the bandages on display at the start of stage two were testament to just how trying the conditions had been. ■

Photo: Graham Watson



## Are U-shaped deep sections the future?

With the changing shape of aerodynamic rims, *Stuart Clapp* examines if the shift to wider wheels spells the end for the old-school

**W**hen aero wheels first adorned the bikes of professionals, and rich amateurs, they were not the same shape as they are today. Round, yes, but the similarity ended there.

The material they were made from has changed from alloy to carbon, and along with it, their weight penalty has all but disappeared. In those early years, time triallists ran the risk of being blown into a neighbouring field at the faintest sneeze of a crosswind. Honing the profile of the rim has changed that and made them increasingly easy to live with.

The late — and great — Steve Hed pioneered modern aero wheels. He was the first to look beyond the leading edge of the wheel and realised it is the trailing edge that causes around 40 per cent of the drag and most of the instability.

His findings are why modern designs are incorporating broader rims, making wind-cheating wheels as ubiquitous on the club run as in the pro peloton.

Along with Steve Hed's company, HED, brands such as Zipp have also been at the forefront of wheel design. It could be argued its latest U-shaped rim, seen on its dimpled, crosswind defying Firecrest range, has helped reinforce the change.

### Wider rims, less resistance

Similarities can be drawn from the Zipp wheels to other fresh aero rims, such as the Orbis II rims from 3T and the new range from Reynolds. The wider rim track creates a smoother interaction between tyre and wheel, giving more room to run wider tyres for reduced rolling resistance.

Paul Lew, technology founder at Reynolds, recently reviewed wind tunnel data he'd collected in 1989 and compared it to wheels produced and tested in 2014. The aerodynamic drag was surprisingly similar. The reason is in the rubber.

Back in those early days, 18/19mm tyres were a popular choice. The rim



U-shaped rims are offering more control to riders

width was narrower too, around 20mm. So comparatively a modern 25mm tyre on a 26mm rim has similar numbers in the wind tunnel. It's in a crosswind where modern rims prevail.

Maxime Brunand, Mavic's road product manager, says: "V-shaped was the go-to design for the first deep-dish

Yes



### Jason Fowler

product manager, Zipp Wheels

"It's faster in terms of lower aerodynamic drag and has better stability in crosswinds,

however not all U-shaped rims perform the same. Rims may look similar to the naked eye, but complex curves on the rims make a huge difference. Typically, when you reduce the side force, you increase aero drag. We've been able to maintain the same aero drag while reducing the side force."

No



### Chris Hewings

UK sales and marketing manager, Lightweight.

"In terms of aerodynamics, the difference between V-shaped and these wider designs is minimal. For Lightweight, there's good reason why we haven't switched. It's because our wheels aren't just the lightest, but also the stiffest, and power transfer in a race scenario is one of the most important parts of our wheel design. This rim profile helps find that balance between those opposing forces."





rims. Everyone was focusing on lowering the frontal drag, but as we accumulated data from wind tunnel sessions, the parameters were challenged. Tyre integration was a major factor. Narrow has a smaller frontal area, which is good for frontal drag, but we didn't properly integrate the tyre into the equation.

"We eventually discovered that when the rim is slightly wider than the tyre, the frontal area is only slightly bigger, but it offers huge benefits in terms of lateral resistance, so bike handling and stability in crosswind are improved."

Refined, tweaked and bettered to perform more effectively against the laws of physics, it's easier to remain in control on deep rims now, but why are there still companies, including Lightweight and Edco, still using the flat sided 'V' design?

## OUR TAKE

**There are many factors, such as weight, stiffness, aerodynamics and stability, at play here and it's the blend of all of those different attributes that constitute the best rim. Opting for wider tyres makes sense, especially on pitted UK roads, so to keep the aerodynamics, a wide U-shaped rim is the only answer. Then there's the improved stability, which makes them more compliant. Evidence suggests that old school V-shaped aero rims will be out the back of the peloton completely before long, perhaps as a result of a hefty crosswind.**

## HOT STUFF



### LAS Victory helmet

LAS's helmets are designed to provide a comfortable fit. The quality features include a magnetic clip to the chinstrap and plenty of ventilation. There are two removable pad sets, although it may be a while before the bug net proves useful.

[www.chickencycles.co.uk](http://www.chickencycles.co.uk)

£115.99 Test report: December

### Osymetric 52R chainring

Chris Froome has ridden to two Tour de France victories using Osymetric's oval-shaped chainrings. They are said to help you utilise the most powerful part of your pedal stroke to increase your power output by seven to 10 per cent.

[www.spitfire-distribution.co.uk](http://www.spitfire-distribution.co.uk)

£115 Test report: January



### Continental Grand Prix TT 25mm tyres

The Grand Prix TT was the first clincher tyre ridden to World Championship TT victory with Tony Martin. Following the trend for wider tyres, Continental has just released the tyre in 25mm having been previously available in narrower widths. It features an ultra fine 330 tpi nylon casing, Black Chilli compound and Vectran puncture protection.

[www.cambriantyres.co.uk](http://www.cambriantyres.co.uk)

£49.95

Test report: December



## Spiuk Z16R shoes £109.95

Also available in white or black, these Spiuk shoes are among the most comfortable shoes I've ever worn on a bike. The fit is absolutely superb, holding your foot snugly but not tightly. This helps with power transfer without a trace of heel-slip. Some of the comfort is doubtless due to a little flex in the polyamide and fibreglass sole, meaning a slight compromise when it comes to power transfer and possibly a few wasted watts. However if you're not racing then this shouldn't be a problem.

Henry Robertshaw  
330g

[www.silverfish-uk.com](http://www.silverfish-uk.com)

9



## Zipp Tangente Course tyres £42)

Zipp has updated its Tangente Course tyres to match its latest rims. These are the training option sitting alongside a lighter racing tyre, the Tangente Speed.

At 213 grams for a 25mm training tyre, they're as light as Continental's GP4000S II and were pretty cut up after a spring of riding, so hardly a winter option. The grip levels were good, but they were designed alongside Zipp's wide rims, and so sat at only 23mm, instead of the advertised 25mm, on our Mavic test wheels.

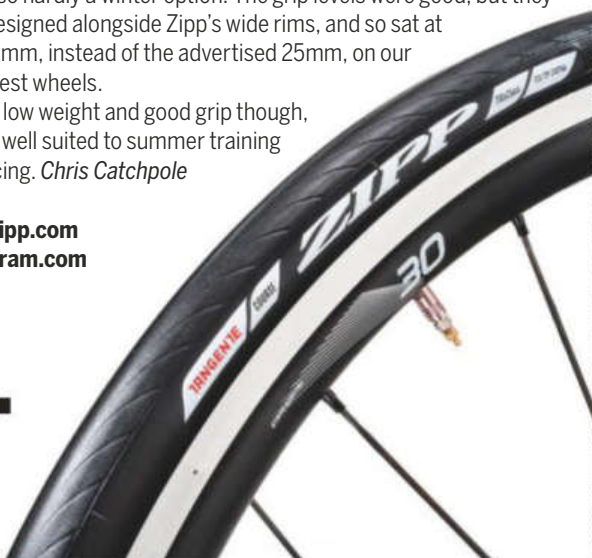
With low weight and good grip though, they're well suited to summer training and racing. *Chris Catchpole*

213g

[www.zipp.com](http://www.zipp.com)

[www.sram.com](http://www.sram.com)

7



## Giro Bravo mitts £24.99

Summer may be over but there will still be warmer days during autumn when a good pair of mitts will come in handy. The Giro Bravo mitts are lightweight and breathable, with a stretchy, ergonomic upper that boasts Giro's SuperFit. Equally the Velcro strap felt secure without adding bulk. The gel padding was positioned where I needed it most, and absorbed vibrations well without losing shape after several rides. They may lack some of the finer touches of more expensive options but these are good quality, functional mitts. *Christopher Hovenden* 53g [www.zyro.co.uk](http://www.zyro.co.uk)



8





### dhb Blok Roubaix lightweight jersey £40.00

**Product of the week**

Dhb's Blok jersey is just the right weight for the cooler autumn weather. It's about 50 per cent heavier than a summer weight jersey with a tighter, more windproof weave and brushed inner face to the fabric. It's called Roubaix, but isn't as thick as standard Roubaix, and adds just enough extra warmth without feeling sweaty. There's an elastic waistband with silicone grippers, the sleeves are wide with single-layered elastic and there are four pockets. The fabric is quite stretchy, so the pockets can droop if loaded up. Coupled with arm-warmers it's a great, flexible option for dry in-between days. *Paul Norman* **189g** [www.wiggle.co.uk](http://www.wiggle.co.uk)

**9**

### OSO Velo X Cyclomount Bike Mount Holder £19.99

The smartphone bike mount from OSO is straightforward to install and coming with several rubber spacers it can be adjusted to fit most bar diameters. The width of the mount can be adjusted to hold phones measuring from 55mm to 93mm wide and the flexible ball joint means you can tilt the screen to the desired angle as well as choosing between a portrait or landscape position. Most importantly the silicone strap kept my phone secure over the roughest roads without obscuring the screen. The mount could be more robust, but it does come with a two-year warranty. Lastly, you'll need to make sure your phone is waterproof if there is a chance of rain. *Christopher Hovenden*

**169g**  
**www.cyclomount.com**



**7**

### Lazer Genesis LifeBEAM £199.99

This innovative helmet is effectively a Lazer Genesis with an integrated heart-rate sensor. A sensor in the headband detects heart rate and the unit at the rear transmits data to a compatible cycling computer using ANT+ or Bluetooth. The LifeBEAM was easy to set up and it consistently gave recordings close to that of my chest strap. However, on occasion it briefly lost signal and the sensor doesn't work if you wear a hat. The 19 vents kept me fairly cool (although I'd want better ventilation on the hottest days) and the RollSys system allowed me to easily adjust the fit. Compared to the standard Genesis the LifeBEAM weighs 60g more and costs an extra £80. *Christopher Hovenden* **335g** [www.madison.co.uk](http://www.madison.co.uk)

**7**



### Scott RC Pro Tec bibshorts £99.99

If you've experienced the pain of road rash, then Scott may have the perfect shorts for you; the RC ProTec bibshorts include an abrasion-resistant fabric down the side that should help to keep your skin intact. Now I haven't been throwing myself to the tarmac to put this to the test, but I can say that they're an excellent pair of shorts nonetheless. Fit is superb, with the anti-road rash fabric not inhibiting stretch together with a comfortable pad and bibs that offer good support without digging in. Indeed the only real downside is that with just one colour scheme, matching the rest of your kit to these shorts may prove difficult. *Henry Robertshaw* **191g** [www.scott-sports.com](http://www.scott-sports.com)



**8**

## LONG TERM TEST

### Three months later

#### SlimePro Tubeless Sealant £9.99

As tubeless slowly takes off for roadies, I decided to bite the bullet and found SlimePro's Tubeless Sealant to be effective when installing the tyres and when a puncture occurs, too. The measuring cup is also handy, limiting the inevitable mess! *SL* **www.raleigh.co.uk**

**8**

Have your tyres been slimed yet?



### Can't live without

#### Kent car wash brush £3

The temptation to hose down the bike as quickly as possible after a ride has meant that I've washed the grease out of more than one expensive bearing. This brush clicks onto the end of the garden hose, so that I can take a more gentle approach. It also gets the bike cleaner more quickly and at £3 from B&Q it's a bargain. *PN* **www.diy.com**



Easy on bearings, tough on grime

# Bianchi Sempre Pro £2,300

Tested by: Nigel Wynn | Miles ridden: 227 |  
Size tested: 57cm | Weight: 7.98kg

**T**here's no avoiding Bianchi's lengthy experience in building bikes. With over 130 years in the game, the Italian company is one of the longest-running continuous manufacturers of bikes in the world. Needless to say,

a lot has changed in the sphere of bike technology in those intervening years, and longevity does not necessarily lead to perfection. Can Bianchi still stake a claim to be one of the best?

## Frame

Bianchi's Sempre Pro models now sit in third place in the company's 'Racing' range, beneath the Specialissima and Oltre line-ups. With its trademark Celeste green/blue paintwork, the Sempre Pro's carbon-fibre frameset closely resembles that of its more expensive siblings, but aims to offer performance at just over the £2,000 mark.

Normally at this juncture we'd throw in a cliché about Bianchi's distinctive celeste colour as being a 'love it or hate it' hue — but we've actually yet to find someone who really does hate it. Our model's lustrous paintjob came with a slight pearlescent effect that looks seriously classy as the light catches it.

Underneath the paint is what's really important, and despite the Sempre Pro's relatively conventional-looking lines, the carbon-fibre is a monocoque construction. Bianchi's designers could have followed the current trend of sculpting aero shapes here and there, but they haven't. What we have is a thoroughly modern take on a classic design. As you would expect, the cables are neatly routed

internally, with the cables entering the frame without jutting out at an awkward angle, something which some manufacturers have still not perfected. The Sempre's racing credentials are underlined with a relative short head tube and a tight wheelbase, and the bike's all-in weight of 7.98kg is assisted by the frame's claimed sub-1kg weight.

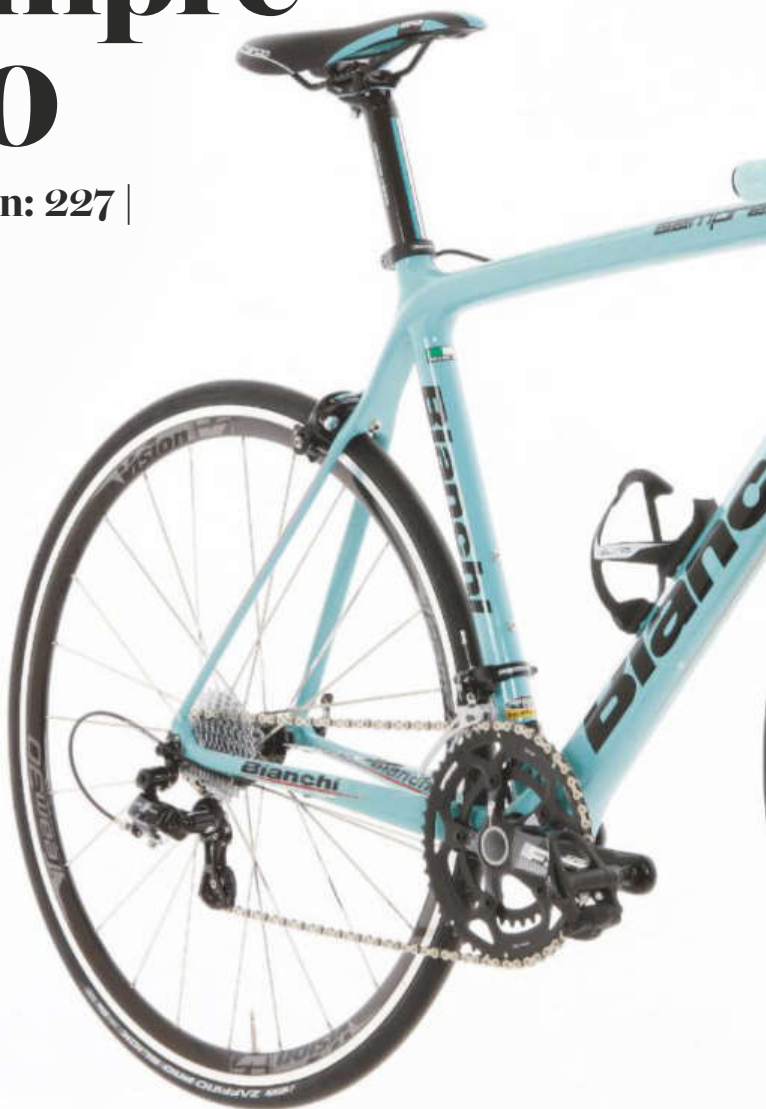
## Specification

Our Sempre Pro came equipped with Campagnolo Athena 11-speed groupset to complete the Italian theme of the bike. For 2016, the Sempre

Pro is available with Shimano 105 (£2,150) or Ultegra (£2,400) builds, if that's what you prefer.

Perhaps the Sempre Pro's only real concession to cost-saving can be found in the chainset and brakes, both of which are from FSA. Neither could be termed budget, but the completist in us likes to see everything in a groupset from one stable. Still, Bianchi has made the effort to put some neat painted inserts of celeste into the brakes, making them look like they belong.

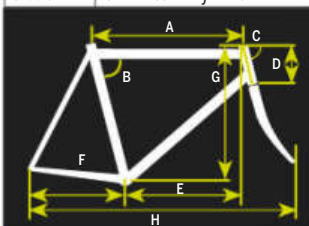
Vision Team 30 wheels are coupled with 25mm Vittoria Zaffiro Pro Slick tyres. As



## Bianchi Sempre Pro £2,300

Frame	■■■■■■■■■■	9/10
Specification	■■■■■■■■■■	8/10
Ride	■■■■■■■■■■	9/10
Value	■■■■■■■■■■	8/10

Distributor	www.bianchi.com
Frame	Sempre Pro carbon monocoque
Fork	Sempre Pro carbon
Size range	47, 50, 53, 55, 57, 59, 61cm
Weight	7.98kg/17.6lbs
Groupset	Campagnolo Athena 11-speed with FSA Gossamer chainset and brakes
Alterations	None
Gear ratios	50/34t, 12-27t
Wheels	Vision Team 30
Tyres	Vittoria Zaffiro Pro Slick 700x25c
Bar	FSA Vero Compact
Stem	FSA Omega
Seatpost	Reparto Corse carbon
Saddle	San Marco Era Dynamic



## SIZE TESTED: M

A	B	C	D	E	F	G	H
57cm	73.5"	73"	16cm	39.3cm	40.8cm	56.1cm	99.1cm





Bianchi's trademark hue is synonymous with quality



FSA brakes with a splash of celeste

surprisingly smoothed-out. This certainly helped on longer rides, where the bike was free of a fatiguing nature.

Bianchi's specing of a rather unusual 12-27-tooth cassette to a compact 50/34-tooth chainset turned out to be a good choice. Though you personally may not wish to use such a lower-range set of gears for fast racing on the flat, it actually provides a highly useable set of gears that we found weren't lacking, no matter the terrain.

Our only complaint about the ride experience aboard

the Sempre Pro was the slightly slow shifting on the chainset. Compared to the brisk and snappy shifts on the cassette, the front mech seemed to labour on the FSA Gossamer rings.

The wheel and tyre package did not let the side down. The Vision 30 wheels felt taut and added to the decisive handling characteristics of the bike as a whole. The 25mm Vittoria tyres were also sure-footed, and meet the current trend towards a slightly wider tyre.

### Value

Although you can get carbon-fibre bikes for just over £2000 with a better specification of components, few can boast the heritage and expertise that have gone into creating the Sempre Pro's frameset. Are you paying for the name? You are, but in a positive way. And it also helps that the bike could very easily be mistaken for one of Bianchi's much higher-priced offerings, both in terms of looks and the way it performs.

## Verdict

Although we opened this review by saying there's no avoiding Bianchi's heritage; let's try to do just that for a moment and assess the bike for what it is: a well-rounded and highly adaptable machine that feels like it has been made without compromise. We like the fact that this particular model has an all-Italian feel, with the carefully-crafted frameset married to Campagnolo's groupset. In a marketplace full of very similar bikes, these things matter.

It's a rare feat for a bike to feel at home in any situation, but you could easily race on the Sempre

Pro and you could even more easily clock up some serious miles, enjoying its smooth ride. Yes, there are some minor cost-cutting measures on the spec sheet, but these are insignificant.

A miniscule flaw in an otherwise belting Bianchi.

9

### For

- Comfortable, smooth ride
- Handling is well balanced
- It's a great looker

### Against

- Not a complete Athena groupset
- There's probably someone who doesn't like the colour

some manufacturers fit underwhelming wheels on bikes in this price bracket, we were quite happy to see these, and they do not spoil the overall aesthetics.

The all-important contact points are well thought out, with FSA providing the bars and stem, and a San Marco Era Dynamic saddle perched on top of a Bianchi Reparto Corse carbon seatpost.

### Riding

So, the bike looks great and the spec is solid. But all of that matters not one bit if the ride is jarring, brutal or plain unpleasant. We're happy to report that the Sempre Pro is none of these things. Despite the 'racing' tag, the frame's build has been created to match performance with an element of comfort. The bike is eerily quiet when cruising along, and rough roads felt

# Mid-priced front lights

Now that it's dark by 6pm, British Summer Time officially over, *Chris Hovenden* tests eight of the best mid-range front lamps

## What?

Front lights that fit to your bars come in various shapes and sizes. Choosing the right lamp for you requires contemplating different power outputs, beam patterns and burn-times. This test looks at lights designed to both help you see and be seen after dark. All have integrated batteries and fit within the mid-range price bracket of £60 to £130.

## Why?

If you commute to work during the winter months or plan to ride when visibility is low, a front light is essential to illuminate the way ahead. A good light illuminates the road and any immediate hazards, while also making other traffic aware of your presence on the road.

## How?

The eight front lights were tested by measuring the beam patterns (different patterns suit certain conditions), recording the charge time and burn-times (the time before the light needs recharging). We evaluated how intuitive each was to set up and use, and crucially how well each lit up the road ahead.

## HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it.
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - OK, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product

## MyTinySun Folkslight £129.95

The Folkslight comes with a GoPro-compatible mount, and the light itself offers plenty of adjustability. There are a huge number of settings to choose from, and you can even alter the beam pattern by changing the optics.

The distinctive-looking lamp is primarily designed for mountain biking. It packs some serious lumens, i.e. it's very bright. You get two beams: one is narrow and lights up the road further ahead, while the second flood beam illuminates the foreground, helping to avoid potholes. Each beam can be switched off independently to conserve battery life or better suit the conditions. The Folkslight gives the best light coverage for riding along unlit country lanes.

This is a seriously good light for the price. My only criticism is that it isn't very intuitive; it took a long time to get to grips with how to switch between the different modes.

Weight  
**229**  
grams

Output: 2,000 lumens  
Battery life: 1hr (max beam)  
Mounts: Bar  
Charge time: 2.5hr  
Charging: USB  
Modes: Six constant  
[www.magicshineuk.co.uk](http://www.magicshineuk.co.uk)



## Knog Blinder ARC 640 £89.99

The Knog is arguably the most aesthetically pleasing design on test. The mount is permanently fixed to the bottom of the light body and the clip and magnet mount design is easy to attach to the bars.

The beam strength is sufficient for commuting under streetlights or in poor conditions during daytime. However, its relatively low power output of 640 lumens is not best suited to riding along unlit roads.

The light's different modes — three constant modes and one flash setting — are easily navigated through using the button on the top of the light. The integrated USB charger cuts down on wires but it can be tricky to connect to some computers.

A major flaw identified with the Knog is that the mount is not very secure. Constantly readjusting the light soon became annoying as it worked its way loose on rough roads.

Weight  
**151**  
grams

Output: 640 lumens  
Battery life: 1hr 50min (max beam)  
Mounts: Bar (integrated), Helmet  
Charge time: 5hrs  
Charging: USB (no wires)  
Modes: Three constant, one flashing  
[www.todayscyclist.co.uk](http://www.todayscyclist.co.uk)



8

6



## Bontrager Ion 700 RT £109.99

With a maximum output of 700 lumens, the Ion sits at around the midpoint of this test in terms of brightness. The light is more than bright enough for morning and evening commutes through built-up areas. In fact, it could even be used on poorly lit roads.

Its smart, compact body is pleasing on the eye, and it was easily packed away into a rear pocket when the sun came up during early morning rides. The Bontrager's Sync bracket was secure even when riding along potholed roads. Our only issue concerns the rubber mounting strap, which is quite short, making it very difficult to fit 31.8mm-diameter bars.

A smart feature, unique to the Ion in this group test, is that by purchasing Bontrager's Transmitt remote control device (for £49.99), which attaches to the bars, you can control the light (and up to six others) wirelessly using ANT+ technology.

Weight  
**118**  
grams

**8**

**Output:** 700 lumens  
**Battery life:** 1hr 45min (max beam)  
**Mounts:** Bar  
**Charge time:** 5hr  
**Charging:** USB  
**Modes:** Three constant, two flashing  
[www.bontrager.com](http://www.bontrager.com)



## Cateye Volt 800 £99.99

The Volt looks like it is built to withstand all that the elements can throw at it. The unit's long, narrow profile leaves plenty of room for your hands on the tops, and the light fitted firmly and securely in its mount even over bumpy roads.

The bright, narrow-focus beam lit up country roads well and it has a competitive burn time of two hours. You can choose between three different constant output modes, each of which has a different burn-time: the higher the lumens, the shorter the battery life. To help you be seen by motorists in built-up areas, there are flashing and pulsing modes.

The light's various modes and light intensities are adjusted using the top-mounted switch. The simple one-button set-up worked really well, and crucially does not suddenly leave you in darkness when clicking through the various modes.

Weight  
**135**  
grams

**8**

**Output:** 800 lumens  
**Battery life:** 2hr (max beam)  
**Mounts:** Screw-on bar mount  
**Charge time:** 5hrs  
**Charging:** USB  
**Modes:** Three constant, two flashing  
[www.zyro.co.uk](http://www.zyro.co.uk)



## Lezyne Superdrive 1200 XXL £99.99

With an output of 1,200 lumens, the Lezyne's beam is very bright and has a good spread, but comes with quite a weight penalty.

The sturdy-looking unit is made from aluminium, keeping the unit cool and waterproof. The handlebar mount was easy to fit but could be sturdier, considering the weight it has to hold.

As with most of the other lights on test, the Lezyne is operated using one control button to switch between the different modes for adjusting brightness and opt for one of two flash modes.

When using the highest power setting, the burn-time was close to the claimed 1hr 45min, and the still-impressive 600-lumen 'enduro' mode gave towards 3hr 15min of light. To help avoid misadventures in the dark, the button lights up green, blue or red to indicate the approximate battery life. When it came to charging the Lezyne, it took the longest of all the lights on test: over eight hours.

Weight  
**237**  
grams

**8**

**Output:** 1,200 lumens  
**Battery life:** 1hr 45min (max beam)  
**Mounts:** Bar  
**Charge time:** 8.5hrs  
**Charging:** USB  
**Modes:** Four constant, two flashing  
[www.upgradebikes.co.uk](http://www.upgradebikes.co.uk)



## Magicshine Eagle 600 £59.99

This unit uses two separate LED lights to offer both a spot focus and a wider, flood option, which is superb for the price. The claimed max output is 600 lumens with a burn-time of 1hr 30min.

The light has several nice touches: the handlebar mount swivels so that the beam can be aimed where you need it most; it has orange side lights which should help drivers see you from side-on; the one-button control on the top of the light allows you to switch through the nine different modes to adjust the beam settings (full, dipped or flashing); and there is a screen in front of the activation button that shows the percentage of battery life remaining.

This is a very competitively priced light, but the mount was a little fiddly (although once in place it held the light securely).

It took quite a while to charge though, and we were disappointed with the relatively short burn-time.

Weight  
**136**  
grams

**8**

Output: 600 lumens  
Battery life: 1hr 30min (max beam)  
Mounts: Bar  
Charge time: 5hrs  
Charging: USB  
Modes: Nine constant  
[www.magicshineuk.co.uk](http://www.magicshineuk.co.uk)

## Moon LX760 £89.99

Although it weighs the least of all the lamps on test, the Moon still puts out a claimed max output of 760 lumens. The LX760's bright and focused spot-beam illuminated much of the road and was one of the best on test. However, it is the burn-time of 2hr 20min that really makes it stand out.

The LX760's seven different modes include four brightness settings, along with the flashing, strobe and even an SOS Morse code option. The one-button control on the top of the unit doubles as a battery-life indicator; it changes colour between green, blue and red depending on the remaining burn-time.

The unit has a quick-release bar-mount, and helpfully the battery is removable — so replacing the battery is straightforward when the time comes. The battery was fully charged from flat in just 2hr 30min, and the charger automatically cuts out when the battery is full.

Weight  
**114**  
grams

**9**

Output: 760 lumens  
Battery life: 2hr 20min (max beam)  
Mounts: Bar, helmet  
Charge time: 2hr 30min  
Charging: USB  
Modes: Four constant, three flashing  
[www.raleigh.co.uk](http://www.raleigh.co.uk)

## NiteRider Lumina 750 £90

The NiteRider is a good-quality front lamp that uses its 750-lumen output to good effect. The clear spot-beam provides enough lateral coverage for riding along unlit roads.

The mount was a bit fiddly but once on was secure, and it can even be mounted to aero bars. The light's compact and robust unit doesn't take up much room on your bars, and the hooded cover prevents unwanted upwards glare.

The light's four constant modes and flash options are selected using the single button on the top of the unit. You should be able to find a suitable setting for most conditions, be it an early morning ride or evening commute. The flash mode is almost dazzling and should help you get seen. At its maximum brightness setting, the burn time was 1hr 30min, although on lower settings it will last as long as 5hr 30min.

Overall, this light offers high performance at a reasonable price.

Weight  
**180**  
grams

**8**

Output: 750 lumens  
Battery life: 90min (max beam)  
Mounts: Bar  
Charge time: 2.5hrs  
Charging: USB  
Modes: Four constant, one flash  
[www.2pure.co.uk](http://www.2pure.co.uk)





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# FITNESS

## How do I... use nitrate for performance?

### Getting the most from nature's most potent performance-enhancer

Robert Hicks

**S**ince research discovered beetroot juice could significantly improve aerobic performance, more and more cyclists have begun looking seriously at the red root vegetable as a means of getting an edge over their rivals. So, does it really work?

The first thing to note is that it is the nitrate found within beetroot that may improve performance, not any other component of the vegetable. The majority of studies on nitrate have used beetroot juice, but beetroot isn't the only food that contains nitrate; others include spinach, rocket and lettuce. Beetroot juice is the substance most commonly used because it is far easier to extract, measure and administer to subjects.

When nitrate is ingested, it is immediately converted into nitrite. When nitrite encounters body tissue with lower oxygen levels, such as exercising muscles, it is converted to nitric oxide. Nitric oxide effects a number of positive physiological changes in the body: it causes blood vessels to dilate, directing

more blood and oxygen to the areas that need it most. Nitric oxide also has positive effects on muscle cells by improving their ability to contract and produce more energy.

A number of nutrition companies now sell products containing nitrate. Beet It has been at the forefront of developing nitrate-enriched beetroot juice and others such as Zipvit now manufacture similar products.

#### Optimising dosage

In 2012, a Dutch study subjected 12 trained cyclists to a series of cycling trials. In the six days leading up to each trial, they consumed just 140ml of concentrated beetroot juice, and saw marked improvements in average power output, rising from 288w in the placebo trial to 294w in the active beetroot trial.

The latest research supports the hypothesis that the biggest improvements in performance are seen when 5-8mmol of nitrate is consumed two to three hours before exercise. However, it's important to note that this figure can vary between individuals, and factors such as body size influence the optimum dosage size.

#### Essential points

- Beetroot juice isn't the only source of nitrate.
- Nitrate can improve cycling performance.
- Drinking too much beetroot juice can turn your urine red.
- 5-8mmol of nitrate to be consumed two to three hours before cycling.
- Nitrate has minimal side effects.
- Nitrite are a conversion of nitrates.

Nitrate is found in a number of foods, not just beetroot. Spinach, rocket, lettuce and strawberries, to name a few, all contain nitrate and will help improve performance in the same way. These are healthy foods to add to your diet and should be consumed on a regular basis.

Nutrition companies such as Beet It and Zipvit produce concentrated nitrate sources, enabling riders to consume measured doses in a smaller quantity. This eliminates the risk of consuming food sources that may have little nitrates in them.

YOU  
SAY

Beetroot juice seems to help as long as it's consumed more than two to three hours before training.

*Paul Wright*

It's less tangible improvements, more fewer negatives such as fatigue, muscle soreness, inability to recover quickly, etc.

*James Baggot*





Initial research concluded that an athlete must consume almost 500ml of beetroot juice daily for six weeks to see improvements in performance. This has been discredited, and it is now accepted that the biggest improvements in performance are seen when 5-8mmol of nitrate is consumed two to three hours before exercise.

Remember, nitrate content varies massively between foods. Factors such as soil and light conditions, and general quality of the produce, will affect nitrate levels.

The principal effect of nitrate supplementation is to lower the oxygen cost of exercise, making muscles more efficient.

High levels of nitrite can be toxic. Inadequate storage and reheating of nitrate-rich foods, such as spinach, can lead to conversion of the nitrate to elevated, toxic levels of nitrite.

Use supplements; they work really well. Certainly seems to help with fatigue and recovery for not a lot of expense.

*Richard Noble*

Drink too much beetroot juice and your pee turns red!

*James Prior*

Beetroot juice is great. Makes me feel physically fitter, and definitely reduces feelings of fatigue.

*Daniel Love*

Spinach is a great source of nitrates. Although to get a performance benefit, you'd have to eat a heck of a lot.

*Emma Wells*

## Things to do this week

### Don't let the pumpkin go to waste

Halloween on Saturday will herald a surplus of pumpkins in many supermarkets. Don't assume they are only useful for evil-spirit-deterring decoration. Pumpkins are packed full of beta-carotene and antioxidants, and help to maintain a strong immune system, keeping you healthy through the winter months.

Its high vitamin-A content may also help improve your vision. So browse the many sweet or savoury pumpkin recipes and start to reap the rewards.



### Get your lights out for a training ride in the dark

The time has come: the clocks went back last Saturday, so the evenings are even shorter — it's time to embrace nighttime riding. The start of winter need not be all doom and gloom. If you prepare correctly, riding in darkness can bring a completely different perspective to your usual training loop. So get your high-visibility kit and lights at the ready and attack the night.



### PAS Pro-ISO drink

Pro Athlete Supplementation (PAS) has developed its nutrition products with the Welsh national rugby union and football teams. Its isotonic drink is the latest in its range of research-inspired drinks; it provides 30g of carbohydrates per bottle, available in orange and forest fruits flavours. PAS ready-made energy drink eliminates the hassle of mixing up energy powders pre-ride, so you can just take it with you and hit the road.

**£1.19 per bottle.**

[www.pas-nutrition.co.uk](http://www.pas-nutrition.co.uk)



# Is your adrenal system making you tired?

We take a look at adrenal fatigue and its symptoms,  
how it affects your cycling and how to cure it

Words: Vicky Ware Photos: Jesse Wild





**A**drenal fatigue is basically an alternative term for burnout or overtraining syndrome; the three terms are used synonymously, and while they have different subtleties, they are trespassing on the same territory. Each one describes the outcome of doing too much exercise with too little recovery.

The symptoms and causes of adrenal fatigue are not fully agreed upon by the medical community, as Dr Tamsin Lewis explains: “Generally, among conventional medical doctors, adrenal fatigue is not an accepted term. However, an endocrinologist will accept that hypothalamic-pituitary-adrenal (HPA) axis dysfunction is a very real phenomenon.”

HPA refers to the stress-response system, activated when you confront a psychological, emotional or physical stressor. The HPA axis, also known as the ‘fight or flight’ response, triggers a cascade of events that results in the adrenal glands secreting cortisol — a so-called ‘stress hormone’. In the short term, this is good news, as it helps you respond swiftly and powerfully to the stress.

In the longer term, it may have a detrimental impact.

“Some people, if stressed over a long period of time may develop a syndrome whereby the body is no longer able to mount a stress response. Effectively, the precursor molecules to cortisol become

depleted. Some people may develop [a shortfall] quicker than others.”

Cortisol causes the release of glucose from glycogen stores in the liver and muscles to help fuel your fight or flight. This happens when you ride your bike at over 80 per cent of VO2 max. It also causes the release of amino acids from muscle and glycerol from fat stores. The physical effort triggers the release of testosterone and human growth hormone, both of which help repair muscle and restore energy left over in the bloodstream.

This acute stress isn’t a bad thing, as long as you give your body the time and nutrition it needs to adapt — it’s how training improves fitness. The problem arises

when your body is constantly stressed.

“Stress can be mental as well as physical, and accrues. For example, if you sleep poorly, have work stress and do high-intensity exercise fuelled

by caffeine and a nutrient-poor diet, you are more prone to adrenal fatigue,” explains Lewis.

Other stressors include exercising on a diet too low in carbohydrate, dehydration and micronutrient deficiencies.

Unfortunately for the ‘work hard, play hard’ generation, it seems to be true that you can’t burn the candle at both ends. Ultimately, the adrenal glands will stop producing cortisol, and it’s not just amateur cyclists with full-time jobs who need worry. Professional cyclists also

## Four signs to look for

- 1 Disrupted sleep
- 2 Night sweats
- 3 Low immunity
- 4 Muscle soreness

have their cortisol levels monitored, as it can indicate underlying illness and even doping.

### How do you know you’ve got it?

Symptoms you should look out for include disrupted sleep, night sweats, low immunity, muscle soreness, allergies, brain foginess and an excessive need to urinate. HPA axis dysfunction presents as irregular or absent periods in women and low sex drive or low energy and muscle fatigue in men,” says Lewis. You may suffer from all or only some of these.

Blood tests for hormone levels are one way to determine exactly what is going on. However, cortisol naturally fluctuates throughout the day, making testing for ‘normal’ levels difficult. “A four-point saliva DHEA [dehydroepiandrosterone]/cortisol panel is helpful, as it shows the change in cortisol levels over the day,” explains Lewis. This tests saliva levels of cortisol and the hormone DHEA, helping to determine whether they’re being produced in the right amounts at the right time. A 24-hour cycle during which the levels are flat, with no peaks and troughs, is a sign your adrenal system may be fatigued.

Epic-Scott Contessa rider Emma Grant has first-hand experience of adrenal fatigue. What were the first signs?

“I sucked on the bike and I was just about functioning off the bike,” she explains. “I was exhausted mentally and physically.”

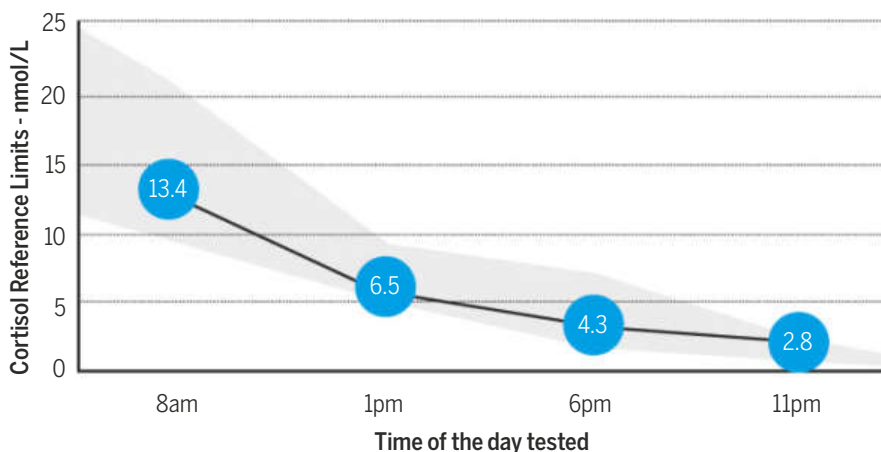
### How long ago did it take to realise things weren’t right?

“It was a progressive decline. In hindsight, I look back five years and there were warning signs that I chose to ignore and deemed normal for an endurance athlete,” she says.

This is perhaps all too common among budding cyclists. Unlike rowers or runners who typically start training in

## Adrenal fatigue: a syndrome caused by hormonal exhaustion after constant stress with too little recovery

### 24-hour cortisol profile



school or under a coach in a controlled environment, cyclists tend to train independently, and inappropriately hard.

"I cringe at how I used to train," says Grant. "I spent the whole winter in my big ring, as someone told me the 39 was the granny ring. I did lactate intervals when I had fevers and a gym day with weights was a recovery day for me. Crazy."

### How to get better

Recovery from adrenal fatigue can be a long, difficult process. It often requires you to change the way you're thinking about training and life in general.

Lewis finds that, "Most athletes don't want to hear the standard doctor advice to do less." Another key is focusing on what you're doing, and not trying to do more than everyone you follow on Strava.

"Comparing your training to peers is unhelpful," says Lewis.

Finding experts who have evidence-based practical methods to help you recover is a big hurdle to overcome. "I am only now finding really good professionals to work with. I saw a lot of lousy people who saw no hope in my situation and helping get to where I want to go long-term. That didn't help the process of recovering. Having a good team around you is key," Grant advises.

### Nutrition

One aspect that will definitely pay dividends is making sure your diet fuels a healthy body, not a decline into hormonal disarray. "Nutrition was huge for me," explains Grant, "I am a big believer in the healing power of food. My approach was eating real food, a clean diet and easy-to-digest, well-cooked or blended foods. I also ate lots of bone broth."

As well as eating whole foods, Grant took supplements. "I followed a supplement protocol religiously to address deficiencies such as magnesium and coenzyme Q10," she explains. "B-vitamins can help support the adrenal glands, as can magnesium. I often advise Natural Calm Magnesium Citrate or aspartate for athletes, as it helps reset the sympathetic nervous system," says Lewis.

### Sodium intake

Salt craving is a common symptom of adrenal fatigue. As a cyclist, you sweat out a lot of sodium, and many of us avoid high-sodium foods because of the associated health risks. Those with adrenal fatigue retain too little sodium due to a lack of aldosterone, a hormone secreted by the adrenal glands that regulates how much sodium the kidneys excrete.

This lack of sodium causes decreased blood volume, as the altered salt balance stops water being retained by the kidneys, and the drop in blood pressure means you feel dizzy when you stand up. Increased blood volume is seen in fit athletes, and improves your performance, so a reduced blood volume will negatively impact cycling performance.

**"If you think you may be teetering on the edge of adrenal fatigue, cut your training hours and try shorter intervals"**

### Eat enough carbohydrate

"Much has been touted about the benefits of adapting to a low-carbohydrate diet for endurance athletes," says Lewis, "but through years of testing and reading the literature [I've found] most women perform poorly on consistently low-carb diets, even if fat-adapted."

"Thyroid function becomes impaired, mood altered, especially pre-menstrually, and cortisol levels are constantly high."

Training with inadequate carbohydrate promotes the release of cortisol, as it's necessary to release energy from fat and muscle.

### Support immune health

Cortisol is anti-inflammatory; it acts to reduce the ability of the immune system to respond. When cortisol is high for too long, this dampening down of the immune response can lead to shrinking in size of immune organs such as the lymph nodes. This is bad news because it means you're less able to respond to potentially serious threats like bacterial infection, and are less able to recover after hard training.

Low cortisol is also the reason adrenal fatigue may cause increased allergic responses, since the natural anti-inflammatory isn't available to dampen immune responses to innocuous irritants such as pollen. The solution is getting more rest and ensuring your diet contains adequate fat, which is essential for building the cells of the immune system and building hormones.

### Get enough sleep

Sleep is very important when it comes to adrenal health, so good sleep hygiene is a must. That means getting to bed at the same time every night and getting up at the same time every morning. Sleeping for 14 hours the one time you don't set an alarm isn't a good sign in terms of your hormonal function. Reducing exposure to blue-light-emitting screens such as your laptop and phone late at night is one way to improve sleep quality. Research has shown that exposure to this reduces secretion of melatonin in the brain and sleep quality.

### Less volume, more quality

Doing junk miles is not the answer to improving adrenal health.

"Many do better with more intensity and less volume," says Lewis. If you think

## Yoga and meditation for relaxation

Relaxation may seem a simple concept but it requires skill. Sitting in front of the TV won't necessarily tune your body into 'rest and digest' mode. Yoga teacher and cyclist Karen Kirkness explains, "Restorative yoga is a means of using yoga techniques to slow down the metabolism by stimulating the parasympathetic nervous system, resulting in a cascade of positive effects across the spectrum of endocrine, nervous and regulatory mechanisms. It is meant to calm the body and mind, basically."

Studies have shown that people who practise meditation report lower levels of stress and are less likely to develop heart disease than peers with similar diets and exercise patterns.

"Meditation is an incredibly difficult state of mind to achieve. Most people will be looking to concentrate on their breathing rhythm and in doing so will realise how their fragmented thinking patterns have been directly contributing to their physical burn-out, and vice versa," explains Kirkness.





you might be teetering on the edge of adrenal fatigue, cut your training hours back while maintaining short intervals of less than three minutes in duration and get rid of any long, medium-paced rides which are fatiguing without the gains.”

### **Kick the caffeine**

“Some people who are perhaps more at risk for adrenal fatigue need a large amount of caffeine to kick-start their adrenal system in the morning. This is fine for short periods but not sustained over months or years without periods

of recovery and abstinence,” explains Lewis. If you can’t imagine your life without coffee, try going caffeine-free for a week during recovery periods.

### **Learn to relax**

Grant disciplined herself to incorporate relaxation into her schedule.

“Learning to stress less was paramount,” she explains. “I got really into yoga and didn’t feel the need to be competitive in class which is a victory when you are a strong type-A [personality type].”

## **Heart-rate variability**

Heart-rate variability (HRV) is a measure of how much time there is between each of your heart beats, and is a way of determining your fatigue level with the aid of a compatible heart-rate monitor.

Fatigued individuals have low heart-rate variability — that is the length of time between heartbeats is consistent. A less fatigued person will have a variation in time between heartbeats because the body is able to rapidly adjust to requirements for oxygen. By monitoring HRV regularly, you are able to train accordingly.

Giving your adrenal glands a break is one reason to have regular recovery periods in training, and why if you’re not already exhausted, a recovery ride may help. It improves circulation and improves immune system response to infection while not activating the stress response system. Realise it’s not merely OK to rest, but essential.

Cyclists like to talk about ‘going hard or going home’, and enjoying time in the ‘pain cave’ — which may make it difficult to talk to your cycling peers about feeling tired and needing rest. People suffering from burnout may feel they’re not supported by those around them, who may not take their exhaustion seriously.

Exercise may also become an addiction. “We put exercise, or avoidance of dealing with issues first — as many of us are addicts — and the endorphin buzz of exercise encourages us to repeat the behaviour. I see people do this for years and then be knocked out by chronic fatigue and never return to their previous level of performance. Something to think about,” warns Lewis.

Grant has noticed this culture throughout the world of sport. “I think a lot of athletes could do with more rest and smarter training.”

Even if you do find yourself at the end of your training tether, it doesn’t have to be the end of the road for your cycling career. Take the necessary steps to recover. Grant has learned valuable lessons about what her body can and can’t deal with. “I train a hell of a lot smarter and look after my head more,” she explains, “The adage goes: a happy head makes for fast legs. There is a lot of truth to that.” ■

# Paul Oldham: My week in training

The on-form cyclo-cross rider had to juggle training with rehabilitation as he achieved his long-held aim of winning the Three Peaks

**Date:** September 20-26 | **Location:** Yorkshire and Lancashire

**T**he spectacular Yorkshire Three Peaks cyclo-cross has been dominated by two men since 1999: 11-time winner Rob Jebb (Hope Factory Racing) and Nick Craig (Scott). But this year Paul Oldham bucked the trend, beating his Hope Factory Racing team-mate Jebb by 76 seconds under cloudless Yorkshire skies.

Oldham had been trying to win the race since 1996, when he withdrew with hypothermia. He had not quite managed to reach the top step of the podium in his subsequent 12 appearances.

What made Oldham's victory all the more impressive was that he has suffered a catalogue of injuries in the last 12 months. He dislocated his shoulder last September, and then suffered an anterior cruciate ligament (ACL) injury in his knee a week later.

His troubles didn't end there. He had an operation on the ACL in January, but at the mountain bike Nationals in July, he crashed, requiring 18 stitches to his face, breaking two of his ribs and fracturing his thyroid cartilage (Adam's apple).

"It's been a crap year," he said. "I set aside a month to train for the Peaks but I spent that recovering instead. I lost a stone during that month and still haven't put it back on."

Working at Hope Factory Facing has its advantages. "Hope are great with me," Oldham said. "I ride for them and they are great with flexi-time, allowing me to train in the afternoon."

## Sunday

I won the Yorkshire Points round three at Wakefield. I wasn't going to ride it but my eight-year-old lad wanted to ride, so that was why I went; plus, it was only an hour long. I then did a 20-minute run in the

evening. As part of my recovery from an ACL knee injury in January, I was told to run and I've kept it up. I try to run once or twice a week. Finding the time can be difficult but 20 minutes in the evening is doable."

## Paul Oldham

- Age: 38
- Discipline: Cyclo-cross
- Best results: first National Cyclo-Cross Championships, 2011; first, Yorkshire Three Peaks, 2015; ninth, Commonwealth Games Mtb, 2014; four times National Trophy winner; 10 National Trophy round wins; second, National Cyclo-Cross Championships, 2009; third, National Cyclo-Cross Championships, 2008, 2010; third, National Mtb Championship, 2010, 2014; first, U23 National Mtb, 1999



## WE SAY

There are multiple advantages of cross-training, and for Oldham it helps with recovery and also the off-road aspects of cyclo-cross, including shouldering bikes up hills. Continuing rehabilitation exercises is sensible, too, as neglecting a previously injured area can lead to recurrence. Another win is a morale boost.

## Monday

I commuted to work in the morning, which is seven miles and takes 25 minutes. I then did 45 minutes of leg work in the gym as part of my rehab before I started work. In the afternoon, I did a 2hr 15min off-road ride, Three Peaks-style, in the Yorkshire Dales with my mate. Any steep bits we ran up, like we do in the race.

## WE SAY

This was a heavy but beneficial day for Oldham. Replicating the impending race is an effective way to iron out any physical flaws or to detect the areas of weakness that need improving. Gym work is very important when recovering from an ACL injury. An injury may weaken a whole region of the body, making it susceptible to further complications, so for Oldham it was vital to build strength in and around the knee, reducing the risk of future, similar issues. However, as with any injury, it's important to patiently and gradually build up resistance and not overload the area you are wishing to rehabilitate too soon.

## Tuesday

I did my normal commute for 25 minutes. In the afternoon, I walked up the descent of Whernside to have a look some of the lines with one of my colleagues who was also riding the Three Peaks. It is two years since I last did the race, and I'd forgotten bits of it. I got dropped off on the way home and rode the last hour home.





**Oldham left no stone  
unturned in his  
Peaks preparation**

## WE SAY

To do a recce of part of the course is an old trick but is invaluable. As Oldham said, memory can fade, so familiarising yourself with the clearest lines can be the difference between success and failure come race day.

## Wednesday

It was a rest day, so I only commuted 25 minutes there and back. Commuting on easy days is good because it acts as an active rest — you're still training.

## WE SAY

Everyone needs a rest day, as overtraining can lead to a decline in performance and fitness levels. Keeping the legs ticking over, though, is a good way to maintain blood circulation and reduce muscle soreness.

## Thursday

I rode to work and then had a steady 2hr 15min road ride on my Peaks bike in the afternoon, around Pendle. It was a lumpy ride; there are no flat rides around here. It wasn't too hard.

## WE SAY

Not every ride has to be testing or hard. Sometimes, getting out and just riding your bike at whatever speed feels natural is all the body needs. While the ride was not strenuous, its two-hour duration added base miles. The unforgiving profile of the ride inevitably meant upping the effort occasionally.

## Friday

I rode to work and back. It was an easy day in preparation for Sunday.

## Saturday

We took the campervan up to Helwith Bridge [where the race starts], as we were staying the night there. I rode for 1hr 30min in the afternoon.

## WE SAY

Settling yourself in the race location helps remove any stress that could arise on race morning from rushing around, getting stuck in traffic or logistical problems. A gentle, medium-length ride was perfect preparation the day before the race.

## Sunday

We woke up in the campervan at 6.30am and I was signed on and at the start by 9am. I fiddled with the bike and put spare wheels and stuff in the van. I had a big breakfast of porridge and toast. It's only a three-hour race, so not long, but it does take quite a bit out of you. During the race, I had one bar and a few gels. Afterwards, we were straight in the van and back home.

## WE SAY

Oldham's food intake ensured that he always had sufficient energy to ride on, staving off the threat of bonking. Porridge (what else?) was the staple of Oldham's breakfast. Its low GI content will provide a slow release to sustain energy over a few hours. To ensure his energy levels remained high, he took some gels along with him. Oldham shows that to race, compete and win, you don't need to overload yourself with sports supplements. Understanding your body and what it needs minimises the need to pack your jersey pockets full of gels, chews and bars.

# Light exposure and performance

Research finds two hours of bright light could increase your alertness

George Winter

Research not only shows that our performance is best late in the afternoon or early evening, but that light, especially in the late evening, can raise alertness and cognitive performance.

The effect is dependent on factors, such as light intensity, wavelength and the duration of exposure. The influence could be important for events in the late evening, especially if extra alertness and cognitive function boosts motivation.

In a recent study reported in the *Scandinavian Journal of Medicine & Science in Sports*, researchers at the University of Basel, Switzerland, looked at the 'dose-response relationship between light exposure and cycling performance'.

The unit of illumination is the lux. Typically, an overcast day is 1,000 lux, while daylight is 10,000 to 25,000 lux.

## Finding the optimum level

Three groups of male cyclists were exposed to artificial light for different lengths of time

before a 40-minute time trial. Participants were exposed either to a bright light (BL) level of 4,420 lux, or moderate light (230 lux). Exposure ranged from 120 minutes prior to and during exercise; 60 minutes prior to and during exercise; or 60 minutes before exercise.

The researchers' main finding was "exposure to BL led to a significant increase of performance in subjects exposed for 120 minutes prior to and during exercise, but not in subjects exposed for 60 minutes prior to and during exercise or only prior to exercise for 60 minutes".

It seems whereas medium- or short-term exposure to BL before and/or during a time trial does not enhance performance, a long-duration exposure does.

The researchers note that for short-duration disciplines "exposure to BL is likely to increase alertness and reduce sleepiness and help athletes to compensate for disadvantages in competitions at unfavourable times".

Great for...

a carbohydrate boost

# Chargrilled butternut squash and pumpkin seed pasta

**P**asta is a great way to boost or replace carbohydrate stores. When served alongside seasonal ingredients such as pumpkin seeds and butternut squash, it also replenishes protein supplies to help muscles recover.



Riding in bright light can help lift your ride performance



### INGREDIENTS:

- 1 small butternut squash
- Olive oil
- 20 small round shallots
- 300g pennoni regati or penne pasta
- 50g pumpkin seeds
- 1 chilli
- 6 tablespoons water
- Knob of butter
- 1 sprig of rosemary, chopped
- Parmesan cheese
- Rocket, for dressing

### NUTRITION PER SERVING:

**509**  
kcalories  
**91.6g**  
carbohydrates  
**20.5g**  
protein  
**16.3g**  
fat

### METHOD:

- 1) Peel and cut the squash into 1in cubes. Season with salt and pepper. Drizzle over a little olive oil then sauté for five minutes in a non-stick hot pan until coloured on the outside.
- 2) Peel the shallots and add to the squash in the pan. When they are both cooked remove from the pan and set aside on a plate lined with kitchen paper.
- 3) Cook the pasta in a large pan of boiling salted water. When cooked, drain.
- 4) Toast the pumpkin seeds in the oven at 180°C for five minutes.
- 5) Add a quarter of the cooked squash with the chilli and the water to the same pan as the shallots were in and cook a little bit more until it almost starts to break down. Add a knob of butter as this will form the sauce.
- 6) Add the chopped rosemary, mix and then add the cooked squash and shallots. Then mix in the hot cooked pasta. Check the seasoning and serve in hot bowls. Grate or shave over the Parmesan.
- 7) Finish with fresh rocket leaves and a little olive oil.

**Time taken:  
45 mins**

## TAKE HOME TRAINING SESSION

# Developing maximal speed

Wattbike's Eddie Fletcher shows you how to sharpen up your top-end pace for race day

In zones four and five you are pushing the ability to sustain a high percentage of your maximum aerobic capacity.

This is great for developing race pace, TT performance and resistance to short-term fatigue. I work

around a total duration of 20 minutes for this type of work or a continuous controlled 20 minutes at 95 to 100rpm at a gear that generates the response needed.

This session consists of a 20-minute structured warm-up, which works within zones one and two at a cadence of 85 to 90rpm. Follow this with five intervals split into three- and two-minute segments. Ride the three-minute segment at a progressively increasing

zone-four to five effort at a cadence between 95 to 100rpm, before using the two-minute segment

to recover at a zone-two effort and at a lower cadence.

Complete the session with a gentle cool-down.

**Time taken:  
60 mins**

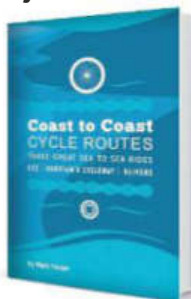
Time (minutes)	Cadence (RPM)	Zone
0-20	85-90	1-2
20-23	95-100	4-5
23-25	85-90	2
25-28	95-100	4-5
28-30	85-90	2
30-33	95-100	4-5
33-35	85-90	2
35-38	95-100	4-5
38-40	85-90	2
40-43	95-100	4-5
43-45	85-90	2
45-60	85-90	1

Effort	You can	It feels like you're...	Use it for...	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grun and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

# Cycling Books & DVD's

Treat yourself and get the latest DVD's and books from the Cycling Weekly Shop.

## Coast to Coast Cycle Routes by Mark Porter £11.99



Coast to Coast Cycle Routes is THE practical guide to crossing Britain. From West to East and East to West three different ways, following Britain's three most popular coast to coasts: the C2C, Hadrian's Cycleway and the Reivers.

Paperback

## Le Tour de France 2015 The Official Review £20.00



From the Grand Depart to the cobbles of Northern France and the majestic Alps and Pyrenees, 2015 provided non-stop excitement and spectacle. This official review captures in detail the gripping battles, and drama, through stunning photography and detailed reports.

Hardback

## Feed Zone Portables by Biju Thomas & Allen Lim £17.95



**A Cookbook of On-The-Go Food for Athletes**  
New cookbook Feed ZonePortables, Chef Biju and Dr. Lim offer 75 all-new portable food recipes for cyclists, runners, triathletes, mountainbikers, climbers, hikers, and backpackers.

Hardback

## Goggles & Dust The Horton Collection £11.99



The Horton Collection, Images from Cycling's Glory Days & Dust collects over 100 stunning photographs hey day. Spanning the 1920s and '30s, the grit and determination of the bicycle racing pioneers who established the records of Europe's most hallowed races.

Hardback

## This Island Race by Rouleur £45.00



Rouleur set out to explore - to celebrate cycle racing in this country and to toast the people who make it happen - from the smallest of time trials to the invasion of the Grand Tours, Rouleur have captured a unique picture of a year in bike racing.

Hardback

## Keep Calm and Pedal On £9.99



In the never ending streams of traffic and the choking fumes of pollution this book gives the average cycle enthusiast or, indeed, novice, a collection of quotes, sayings and proverbs on even more reasons why one should get on their bike. In the format of the bestselling Keep Calm and Carry On, Keep Calm and Pedal On is the perfect gift for keen bikers.

Hardback

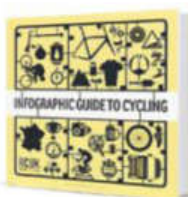
## Legends of the Tour Foreword by Phil Liggett £20.00



A dynamic and insightful portrait of the world's most famous cycling race, Tour de France. A selection of international cycling writers share their views on the courses, rivalries, its crop of great riders from the young climber to legendary riders.

Hardback

## Infographic Guide to Cycling £12.99



A fun illustrated guide to the world of cycling and all things bike-related. This beautifully designed book presents cycling in a way you've never seen before. Mixing cycling facts with expert bike tech advice, this book features a unique and intriguing overview of the realm of the velocipede

Hardback

## Shadows on the Road by Michael Barry £17.99



Michael Barry explores what it was like to ride as a teammate alongside such giants of the sport as Lance Armstrong, Mark Cavendish, Bradley Wiggins and Chris Froome.

Hardback

## The Pain Free Cyclist Foreword by Bradley Wiggins £16.99



It's not (just) about the bike. Ride your bike long enough and you're likely to get injured! This book takes you through the most common cycling injuries, what they are, why you get them and what you can do to get rid of them and get you back riding pain free.

Paperback

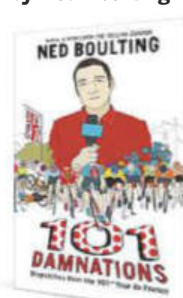
## Personal Best by Beryl Burton £19.95



The autobiography of Beryl Burton, Personal Best is a remarkable story of determination in the face of illness, courage in her long but lonely pre-eminence and above all, of never, ever giving less than her best.

Hardback

## 101 Damnations by Ned Boulting £14.99

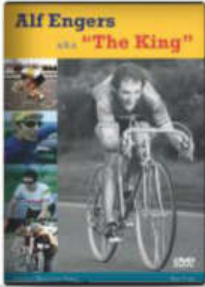


Dispatches from the 101st Tour de France, 101 Damnations is a chance to relive the 2014 race, stage for stage, fall after fall, tantrum by tantrum; just the good bits mind, without all the aerial shots of castles. Or sunflowers.

Hardback

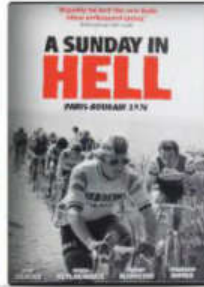


## Alf Engers A.K.A. The King £19.99



Packed with rare film footage of the time, extended interviews with Engers today, this film gives us an unforgettable portrait of a great rider, and of a vanished era in the sport of time-trialling. For those with memories of those years, and for all those who care about the history of Cycle Sport, this film is a must.

## A Sunday In Hell £19.99



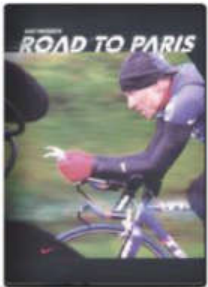
1976 Paris- Roubaix  
A psychological and dramatic study of the battle between some of the greatest legends of the sport. Eddy Merckx, Roger De Vlaeminck, Freddy Maertens and Francesco Moser all participated in the 1976 Paris-Roubaix, but the star of the film is the race itself.

## Battle of the Bikes/ On Yer Bike £19.99



**Battle of the Bikes** examines Graeme Obree, who built his own bike out of washing machine parts and rode it in his own unique crouched position to become the World Hour Record holder. **On Yer Bike** is an intimate portrait of Obree from an amateur cyclist to World Hour Record holder.

## Road To Paris £19.99



Documentary that covers Lance Armstrong and the 2001 US Postal Service Team over the course of 27 days in April as they prepare to win a third consecutive TDF. Neverbeforeseen footage takes you inside team meetings and in the team car during cycling's greatest races, including a down to- the wire Amstel Gold and the hellish Paris-Roubaix.

## Racing Is My Life £18.99



The Beryl Burton story  
Racing is Life... anything else before or after is just waiting', Steve McQueen from the film 'Le mans'. A quote that sums up Beryl Burton, the Yorkshire housewife, who despite a severe illness in childhood, became a cycling phenomenon, the most successful British female cyclist ever.

## Stars and Watercarriers/ The Impossible Hour £22.49



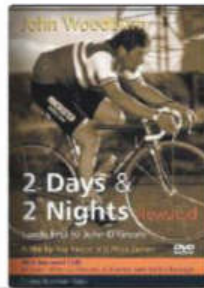
**Stars & Watercarriers:** 1973 Giro d'Italia. Considered one of the best films ever made on professional cycling. **The Impossible Hour:** Follow Eddy Merckx and Ole Ritter's race for the hour record.

## Final Hour £14.99



Chris Boardmans Quest for the World Hour Record  
This moving and intimate film tells the story of Chris Boardman's attempt at a new hour record. The cameras follow him all the way to the decisive day in October 2000 at Manchester's velodrome.

## 2 Days 2 Nights £19.99



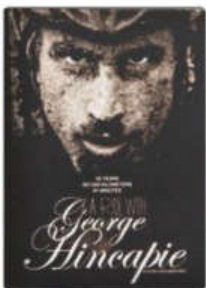
1 day, 21 hours, 3 minutes and 16 seconds... That's how long it took John Woodburn to ride the 848 miles from Lands End to John O'Groats. He broke the record by 96 minutes. This record attempt, filmed in 1982 will long be remembered as a ride which placed John among the greats of long distance time trialling.

## The High Life £19.99



**A Year in the Life of Robert Millar.** In this unique film made in 1985 with the eyes of the UK on him, the camera records his feelings about the year, his performance and morale within the team.

## A Ride With George Hincapie £19.99



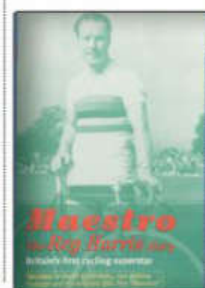
Spanning his early years as a junior to the disappointment of 2009 Roubaix, this unadorned everything-you-ever-wanted-to-know-about-the-guy portrait puts a microscope on the silent man of cycling, George Hincapie.

## Chasing Legends DVD £19.99 Blu-Ray £24.99



Chasing Legends touches on the rich history, passion and true grit of The Tour as seen through the eyes of Team HTC Columbia along with commentary from some of the sports most prolific heroes. With a stunning array of HD cameras, Chasing Legends will take viewers deeper into the pro peloton than ever.

## Maestro: The Reg Harris Story £19.99



**The story of Britain's first cycling superstar.** Five times World Sprint Champion and the winner of two silver medals in the 1948 Olympics. Enjoy the film of his amazing life, with numerous interviews and previously unreleased archive film, including the BBC film 'Maestro' seen here for the very first time. Includes: 15 minutes of Bonus Features

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# Eroica Britannia

CW  
Difficulty  
rating:  
9/10

Next  
year's  
event:  
June 19

100  
miles

2,821  
metres  
ascent

## Vintage machines, waxed moustaches and oodles of style await at the Eroica

**T**ake a pedal rev back to a nobler time when steel was real, toe-clips and straps were mandatory and STIs were most definitely to be avoided.

The triumphant arrival of Eroica in Britain in 2014 after 17 magnificent years in Tuscany was long overdue. And the British version offered even more: it wasn't just a ride on gravel on old bikes — it was a celebration of cycling heritage that lasted a whole weekend. It also now had a wonderfully British angle: the dress code ▶

### Where is it?

The finale of a three-day festival of vintage cycling, the three Eroica Britannia routes depart from Bakewell showground. The *strade bianche* of the Monsal Trail takes all three into the heart of the Peak District, where for the 100-mile ride some tough climbs, even tougher on a pre-1987 steel bike with five gears, await.

### Why ride it?

If you have an inner Eddy Merckx who needs unleashing, be there on June 19. There's no other ride in Britain that recreates the heroic era of cycling better than the Eroica. Chromed spokes sparkle in the sunlight, amber-wall tubs kick up the dust and woollen jerseys of yesteryear recall long-lost pro teams.

### History

Eroica Britannia is only in its third year, arriving in the Peak District in 2014. It is a franchise of the legendary Tuscan ride, which has run every year since 1997 and has spawned a pro race. Eroica Britannia is unique event that combines a fancy dress party on wheels with an extremely challenging route.







### How to enter

Entry is open and places will sell like hot cakes. Go to [www.eroicabritannia.co.uk](http://www.eroicabritannia.co.uk) and register.

### HQ details

You could be forgiven for thinking that Eroica takes over most of Bakewell from June 17-19, but the actual festival is in the showground, a 30-acre greenfield site close to the town centre.

### Where to stay

Eroica Britannia is the Glastonbury of cycling, so take a tent if you want to do it justice. There are glamping options available but if that still doesn't cut it then try Wyeclose bed and breakfast, Wyedale B&B or the Manners Hotel pub, all in Bakewell.

### Where to eat

You don't need to leave the Bakewell showground. Food is the stock in trade of Eroica founder and restaurateur Gian Bohan (after cycling of course) and there's much on offer everywhere you look.

### Local bike shop

If you're looking to hire a retro bike get in touch with Glory Days ([www.glorydays.cc](http://www.glorydays.cc)). If your Campagnolo Nuovo Record mech goes ping or clonk, there's a sprawling bike jumble on hand from which a replacement spring or any other obsolete part can be sourced.



Could there be a more vintage backdrop?

of wool jersey and shorts was relaxed to include tweed plus-fours, cravats and waxed moustaches, with vintage floaty dresses and glamorous hats for the ladies. In fact any vintage outfit, as long as it had style, was permitted. At last cycling had its very own Glorious Goodwood, or more accurately Goodwood Revival.

A full field of 3,500 cyclists rode their 'heroic' pre-1987 bikes on the Sunday; 50,000 more came to the festival on the fields of Bakewell showground, next to the River Wye.

Two years on L'Eroica is firmly established as the handsomest event on the sportive calendar — but make no mistake: the very tough 100-mile route around the Peak District, which takes in the *strade bianche* of the Monsal Trail, High Peak Trail and other gnarly sectors of rough stuff, is even tougher on a vintage bike with limited gearing and sketchy brakes.

We went to preview next year's route on a sunny September day. For the event there'll be as many miles of bunting as you're about to ride, as the route heads out to join the Monsal Trail at Hassop station cafe. This quirky Victorian building stopped operating as a station as long ago as 1942, with the trackbed of the old Midland Railway now repurposed as a bike path that goes through the four quarter-mile-long tunnels of the original line. There's over seven miles of Monsal Trail to enjoy — with

brehtaking views if you can drag your senses away from the awesome sights and sounds of a vintage peloton cruising along an unmade road.

The first feed is at Tideswell village — all traditional fare of course; not an energy bar in sight — at 10 miles. Here a hearty breakfast is a good idea because the hardest climb, Mam Nick, is not far off. This monster that snakes up the north ridge of Mam Tor savages many vintage riders mainly because the bottom gear on a five-speed block paired with a racing chainset is far too high for our modern cosseted legs. By the same token you'll probably lack a big enough top gear for the long descent down the Edale Valley afterwards.

The Goyt Valley is next up, with more *strade bianche* on the Tissington Trail, many more ups and downs before the prettiest feed stop at Hartington village duck pond, which marks the halfway point.

The second half doesn't pack the big climbs of the first, but compensates with some vicious kickers, notably at Ilam, which can still have you walking.

It's all worth it for the last stop at Chatsworth House where there'll be prosecco and Pimms to dull the pain of the previous 93 miles.

One last push over the top at Handley Lane and it's all downhill into Bakewell, where all finishers will get a hunk of the eponymous tart and an Eroica beer.

#### ORGANISER'S TARGET TIMES

Route	Distance	Ave speed	Time
Short	30 miles	12mph	2hr30min
Short	30 miles	15mph	2hrs
Short	30 miles	17mph	1hr46min
Medium	55 miles	12mph	4hr35min
Medium	55 miles	15mph	3hr40min
Medium	55 miles	17mph	3hr14min
Long	100 miles	12mph	8hr20min
Long	100 miles	15mph	6hr40min
Long	100 miles	17mph	5hr53min



# The challenges

## 1 Strade Bianche

Riding on gravel is not in itself particularly challenging, but to do it with confidence you need big-volume tubs (amber-wall of course) like the Vittoria Corsa SC or the Challenge Strada Bianca, custom made for this event!

## 2 Axe Edge Moor

At just over 1,800 feet, this is the highest point of the route. There's eight miles of climbing to get to there; pretty scenery along the way including Fernilee and Errwood reservoirs are a welcome distraction.

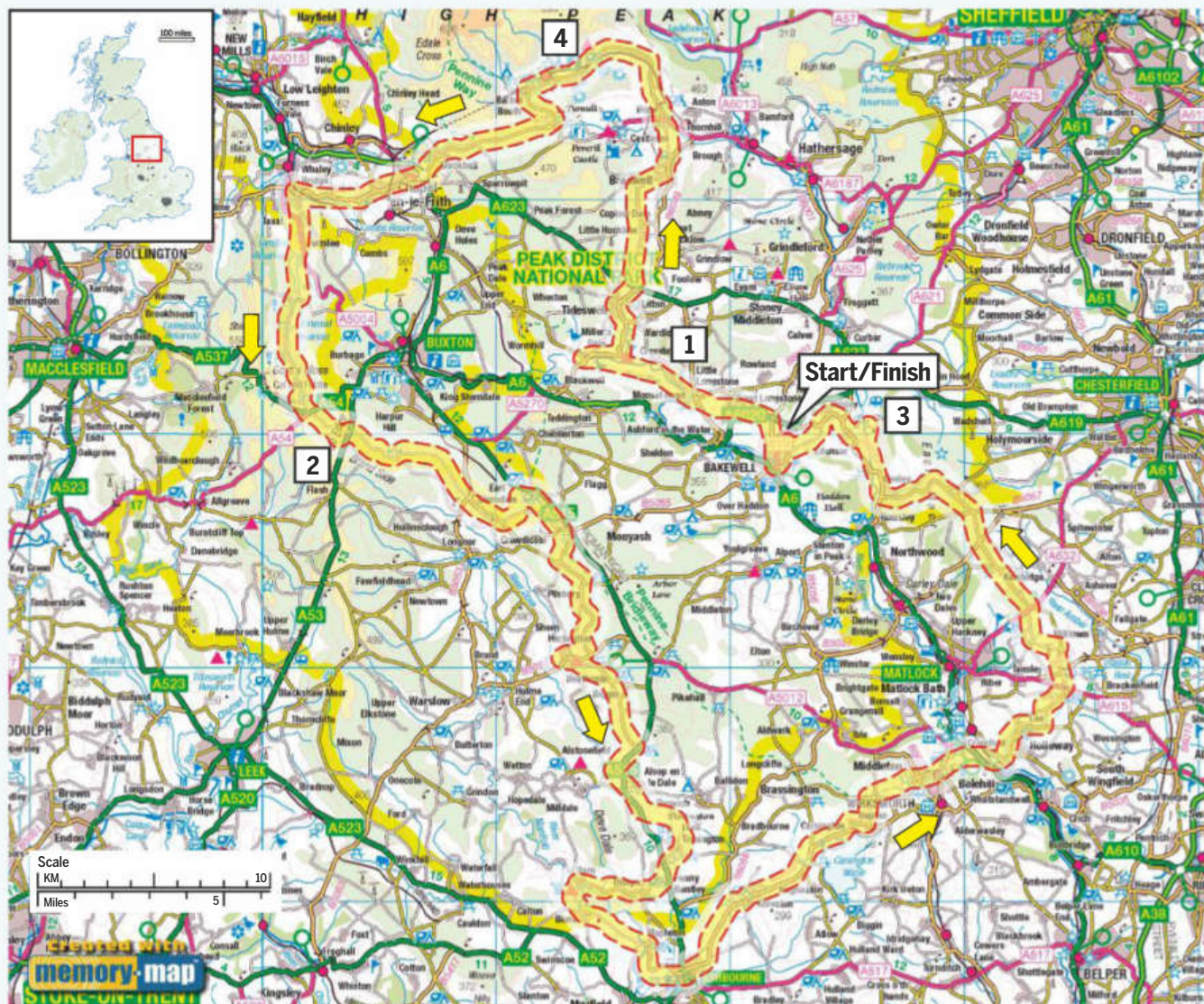
## 3 Final descent

The last five miles after a glass or two of prosecco can be hairy. As with all sustained descents, avoid dragging the brakes as heat build-up in the rims can lead to a tyre blowing off. In 2014 there was an accident here.

## NAIL IT

## 4 Mam Nick

Everybody knows a corncob block looks best on a vintage racing bike, but you just won't get up this very steep, very intimidating two-kilometre climb on a bottom gear of 42x17 unless you're Fausto Coppi. With an average gradient of 10 per cent and a maximum of just over 22, you'll need to sacrifice aesthetics to save your legs — or indeed your shoeplates, which weren't made for walking — and fit a 28t sprocket. Lots of Eroica people do. We're just not as tough as our forebears. Fact.



Event website [www.eroicabritannia.co.uk](http://www.eroicabritannia.co.uk)

# Redhill Cycling Club

*Chris Marshall-Bell joins a club that has been transformed by and is reaping the rewards of cycling's growing popularity*

**R**edhill CC has embodied the modernisation of cycling clubs with textbook perfection. Though a traditional racing club, founded 70 years ago, it has evolved to become a thriving social environment accommodating every ability, age and interest, all the while maintaining the racing theme.

Graham Haysom, a member since 1979 and a former chairman, is better placed than most to discuss the developments: "It's been an enormous change but one we had to make. Up to 2009, we would have 15 people meeting outside a pub. Each one was focused on racing and not much else."

As affirmation of the

change, the club's annual Majorca trip attracted 84 members last year — almost filling a whole plane. By the autumn of 2015, just six years since those sparsely attended mornings, it's not uncommon to have 200-plus in the Aerodrome car park.

"The huge surge in social media was a game-changer," current chairman Adrian Webb interjects, sounding businesslike. "We had to adapt. We had to get the club exposed on social media platforms and we had to reach out to everyone."

The methods in achieving their ambitions have not been revolutionary but have employed common sense.

Riders attired in Redhill kit split off in different groups

depending on their fitness, experience and comfort. It's important to note that the club has not divorced itself from its successful past and its heritage; the G5 and G6 groups are reserved for the racers and faster riders, who ride at 20mph-plus speeds.

At the opposite end is G1, a group that ticks off the miles at 13-14mph. Groups in between offer more moderate paces, with the right pace available to everyone. For almost every member, there is always someone faster in front and someone slower behind. The family feel becomes apparent when Justin Lariviere says: "I started with my mum at G3 and now I'm G6 and racing."

The club has endeared itself to a plethora of new members, and the positive vibes are reverberating among the local sporting circles.

## Fun club

South African Irene Leitner joined last year after seeking a new sport. "I joined from Reigate Running Club, as I could no longer run, age and all, and it's been a great choice," she smiles. "Everyone just takes the mick out of each other. It's so funny!"

Leitner jokes that she is an

## Club facts

Based: Redhill and Reigate,

East Surrey

Members: 400

Formed: 1945

Meets: Saturday and Sunday club runs depart from Redhill Aerodrome at 9am. Mountain bike rides meet from various locations around the North Downs. Summer time trials take place at Horne on the G10/39; there's a short 8.9-mile variation earlier and later in the season.

unofficial scout, having got two of her friends involved and hooked. The club has acted as a stepping stone from the running club, with numerous members swapping running shoes for cleats.

Linda and Paul Russell, husband and wife, both new to cycling, rode RideLondon 100 in August and wanted to continue riding. "This is our third ride with the club; I think we can join now," Mrs Russell says. At the cafe stop, chairman Webb point out the couple as the club's newest members.

The cafe stop is the ideal setting for more socialising, as well as a race for a slice of the three large cakes.

"Chase the cake," one member shouts, to raucous

## History

The club is celebrating its 70th anniversary this year, having been formed in 1945 by Jim Wallace. Wallace was a track racer who founded the White Hope Sprint on Good Friday at Herne Hill and wanted to encourage all forms of cycling in East Surrey.

The club soon became one of the area's finest clubs and in the 1950s boasted a number of exceptional riders.

The most recognisable was Bernard Pusey, one of the famed 10 British riders who competed in the 1955 Tour de France; the first

team ever from Great Britain.

Peter Head was also a member of the club and he rode for British and foreign professional teams, winning the Grand Prix de France time trial in 1967.

The club maintained its racing pedigree but in recent times has focused more of its attention on the inclusive introduction of new and recreational riders.

Over the past decade the club has developed an active mountain bike, road, time trial and racing scene. It also has a Go-Ride children and youth section, to train young talent.

## Achievements

■ Current rider Billy Weir holds the AUK (Audax UK) all-time ascent record.

■ Mtb rider Richard Sterry was the first to complete the South Downs Triple (300 miles off-road) non-stop in 37 hours.

■ In 2013, Ryan Visser was the club's most successful racer before moving to Danny Shane Storck RT and coming second, between two MTN-Qhubeka professionals, at the Cape Rouleur sportive.



■ Chris Herbert finished fifth in the 2015 Southern County Cycle Union 25.







# Redhill club run

## Ride highlights

### 1 Brickfield Road

A steady climb early on in the ride to warm the legs up. At just short of a mile, the road packs in just over 100ft of ascent — perfect for a hill sprint.

### 2 Crowhurst to Staffhurst Woods

A fast road cutting through farms and dipping beneath viaducts: a quintessential rural B road.

### 3 Dairy Lane

From both sides, this 2.5-mile country road is a thrilling experience: flanked by fields and grand houses, the up-and-down road twists at every opportunity.

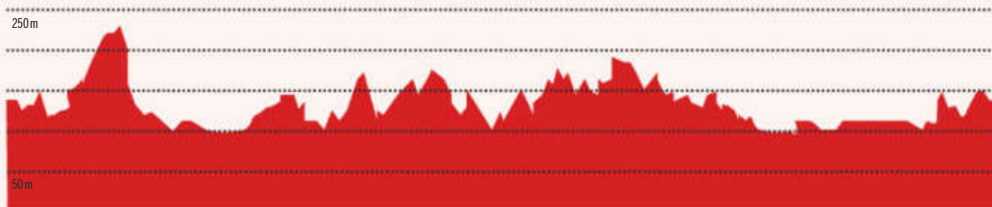
## Favourite cafe

### Four Elms Nursery

This small tea shop situated at the back of a garden centre is a popular haunt for local cyclists, with bike stands for dozens of bikes.

The cafe backs onto decking and a large lawn, with ample space inside. Serving homemade cakes and pastries, riders can refuel with a selection of hot drinks. The carrot cake is a particular favourite. Bough Beech Road, Four Elms, Kent, TN8 6NE.

[www.four-elms.co.uk](http://www.four-elms.co.uk)







The face says it all

## Meet the club



Justin Lariviere: "It's social and friendly with good rides. We're always doing different routes."



Warren Floyd: "It's a great club for socialising and it's well organised. Everyone gets on."



There's a good 40 miles in every slice



Camaraderie is the name of the game in Redhill



Fiona Brookes: "There are so many people to bring your riding on and they're such a friendly bunch."



Kimberley Anderson: "New riders can work their way up through the groups. Every week is different."

laughter. "It's going quicker than the G4 group!"

I have immersed myself in the G3 group, a speed conducive for quality riding and conversing. We wind our way around the East

Surrey and Kent border back roads, led by the sprightly, fit Haysom. "We joined in 2009," Jill Metcalfe says. "My husband Stuart left in 1959 but he had the urge to rejoin.

"It's been a great choice. We

tour all over Europe. I only wish I had found the sport years ago."

Metcalfe may regret her late entry to the joys cycling, but for the residents of East Surrey, this is a club for everyone. ■

# Cycling T-shirts

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# Rosedale Chimney

Rosedale Abbey, North Yorkshire

Simon Warren

**T**he North York Moors is a hotbed of brutally steep climbs and, with sections of 33 per cent Rosedale Chimney is the most savage of them all. I had hoped they were going to bring the Tour de Yorkshire up here earlier in the year but the route just ended up tip-toeing around it. Nonetheless it has been raced before. The Kellogg's Tour crossed it in 1988 and the National Hill-Climb used it in 1987, when Paul Curran beat Chris Boardman by a single second.

**CW**  
Difficulty  
rating:  
10/10

Not overly long at 1,300 metres, you leave the village of Rosedale Abbey and climb steeper and steeper up onto the moor, where you reach the famous left-hand bend. It's so steep here it's impossible to hug the left-hand gutter, so you'll have to ride wide — keep your head up and be careful.

Unlike most climbs where the gradient lowers after a bend, Rosedale sticks to its one-in-three slope and this is where it really hurts. If you don't laugh here you'll cry as you creep upwards, one painful revolution after the other in your search for the relative safety of kinder gradient.

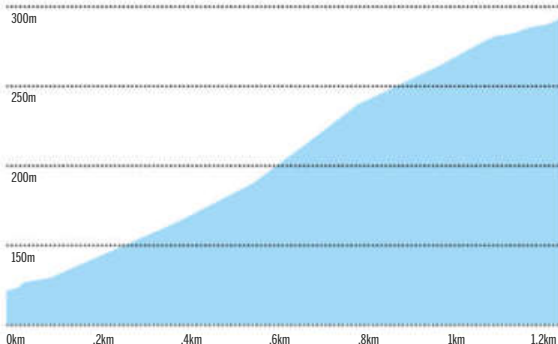
## The stats

**TO FIND THE BASE** Head north up through Rosedale and once in the village of Rosedale Abbey take the first left.



**KOM Top Tip** Save everything for the VERY steep bit.

<b>1.3km</b>	<b>315m</b>	<b>183m</b>	<b>14%</b>	<b>33%</b>
Length	Summit height	Height gain	Average gradient	Max gradient



Strava file: [www.strava.com/segments/6690945](http://www.strava.com/segments/6690945)



The Chimney will have you huffing and puffing

Photo: Phil O'Connor



Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

# Second successive win for Lines

**D**avid Lines (Velosure-Starley-Primal) secured his second consecutive victory in the Scottish Cyclo-Cross Series on Sunday, taking the win in round two at Knockburn Loch in Aberdeenshire.

The 37-year-old from Falkirk crossed the line around two and a half minutes ahead of runner-up Neil Walker (Walkers CC) after hitting the front from the start and never looking back.

In Bristol, Simon Richardson (Global Cycling Network) made it three wins in a row in the Western League, as the 32-year-old finished ahead of Benoit Davies (Cheltenham Cycles).

In the London League race at Addington Park in Croydon, Jonathan Dennis (Hackney GT) took his first win of the season by just 10 seconds, after placing second and third in previous London League races. Chris Ansell (Team Corridori) and James Flury (Vicious Velo) were second and third respectively.

Adrian Lansley held off

PedalOn team-mate Sam Allen in the Wessex League race at Basingstoke on Sunday, while Scott Chappell (Behind the Bikes) was third.

Giles Drake (Leisure Lakes Bikes) warmed up for Sunday's National Trophy by winning the North West League race in Northwich, Cheshire, on Saturday. He was just over a minute ahead of Jiri Klekner (Huddersfield) with Mike Wardle (Wheelbase) third.

## Hill-climbing

Stephen James (Renvale RT) pipped prolific winner Matt Holmes to victory in round nine of the Eastern League at Mistley, Essex, on Sunday, with the 38-year-old from Diss being 12 seconds ahead on the line.

In hill-climbing, Kieran Savage (Sheffield University) was crowned the British Universities and Colleges Sport Champion after storming up the 1,796-yard climb at Curbar in Derbyshire on Saturday. The 18-year-old clocked 5.17 to win by three seconds from Jack O'Neill (Warwick University) while Ben Butler (Bangor University) was a further two seconds down in third.

Multiple national TT champion and GB rider Hayley Simmonds (Cambridge University), 26, was a somewhat predictable winner of the women's title. She covered the course in 6.18 to win by 16 seconds from Liz Stedman (Sheffield University) with Hannah Rhodes-Patterson (Durham University) third with 7.02.

## Hill climbs

### Sunday, October 25

National Championship (Jackson Bridge, West Yorkshire, 0.9 miles):

#### Men:

<b>1. Richard Bussell (RST Sport-Aero Coach)</b> .....	<b>4:15.6</b>
2. D. Evans (Team Elite) .....	4:20.5
3. J. Clark (Bike Box Alan) .....	4:21.9
4. J. Lowden (Neon Velo) .....	4:23.3
5. T. Bell (Fluid Fin RT) .....	4:23.9
6. T. Pettinger (Sri Chinmoy CT) .....	4:25.1
7. M. Clinton (Mike Vaughan Cycles) .....	4:27.3
8. A. Kenway (SportGrub KUOTA) .....	4:27.8
9. E. Bradbury (NFTO Pro Cycling) .....	4:28.5
10. K. Savage (Yorkshire Road Club) .....	4:28.8

#### Women:

<b>1. Maryka Sennema (Paceline RT)</b> .....	<b>5:31.9</b>
2. H. Simmonds (Team Velosport) .....	5:34.2
3. L. Bates (Carnac-Planet X) .....	5:34.9
4. B. Lewis (Fibrax-Wrexham RC) .....	5:36.1
5. L. Hamel (Team Lusso-72 Design) .....	5:36.3
6. E. Stedman (Fusion RT Gear Club) .....	5:39.5

### Saturday, October 24

British Universities and Colleges Sport Championship (Curbar, Derbyshire, 1,796 yards):

#### Men:

<b>1. Kieran Savage (Sheffield)</b> .....	<b>5.17</b>
2. J. O'Neill (Warwick) .....	5:20
3. B. Butler (Bangor) .....	5:22
4. A. Welburn (Manchester Met) .....	5:23
5. I. Mundy (Oxford) .....	5:23
6. C. Bevan (Sheffield) .....	5:25
7. M. Stedman (Exeter) .....	5:26
8. A. Nichols (Sheffield) .....	5:27
9. F. Barker (Cambridge) .....	5:35
10. A. Cross (Sheffield) .....	5:35
<b>Team:</b> Sheffield (Savage, Bevan, Nichols) .....	16.11

#### Women:

<b>1. Hayley Simmonds (Cambridge)</b> .....	<b>6.18</b>
2. L. Stedman (Sheffield) .....	6.34
3. H. Rhodes-Patterson (Durham) .....	7.02
4. T. Davenne (Oxford) .....	7.12
5. J. Van Campen (Sheffield) .....	7.18
6. A. Sharpe (Manchester Met) .....	7.28
7. J. Rawes (Bristol) .....	7.44
8. J. Gilbert (Loughborough) .....	7.51
9. A. Morris (Southampton) .....	7.52
10. S. Herbert (Southampton) .....	7.56
<b>Team:</b> Sheffield (Stedman, Van Campen) .....	13.53

### Berkhamsted CC (Bison Hill, Bedfordshire):

<b>1. Josh Vinden (Team MK)</b> .....	<b>2.17</b>
2. A. Beezer (Icknield RC) .....	2.24
3. M. Earles (Berkhamsted CC) .....	2.34
4. R. Hinchliffe (Berkhamsted CC) .....	2.43
5. T. Warrell (Lovelo Cinelli RT) .....	2.44
6. H. Newton (Icknield RC) .....	2.48
7. A. Gouveia (Berkhamsted CC) .....	3.01
8. J. Curtis (Berkhamsted CC) .....	3.12
9. C. Jones (Icknield RC) .....	3.15
10. H. Oates (Hemel Hempstead CC) .....	3.18

#### Women: Hayley Oates

#### Juniors: Harry Newton

### Sunday, October 18

North Lancashire RC (Nick O'Pendle, Lancs, 1,600 yards):

<b>1. Jim Henderson (Southport CCO)</b> .....	<b>3:56.2</b>
2. T. Home (NRG Godleys) .....	4:01.4
3. C. Dyke (Manchester BC) .....	4:03.0
4. L. Szymanski (ABC Centreville) .....	4:03.5
5. A. Hartley (PH MAS Cycling) .....	4:11.4

6. J. Findley (High On Bikes) .....	4:19.5
7. A. Cunningham (Albarosa CC) .....	4:20.4
8. A. Laycock (Clitheroe BC) .....	4:26.5
9. D. Powell (Horwich CC) .....	4:26.7
10. C. Smith (Condor RC) .....	4:34.6

**Veterans:** Jim Henderson

**Juniors:** Timothy Home

**Juveniles:** Lewis Hartley (Inspire VCUCRT) .. 4:49.9

**Women:** Mary Wilkinson (Yorkshire RC) .. 5:26.4

### Houghton CC (Quarrington Hill, near Durham):

<b>1. Mark Harrison (Houghton CC)</b> .....	<b>2.04</b>
2. C. Atkinson (EMC) .....	2.06
3. M. Atkinson (Durham Univ CC) .....	2.08
4. B. Lane (GS Metro) .....	2.09
5. S. Gordon (Sunderland Clarion) .....	2.12
6. J. Bowman (Muckle CC) .....	2.13
7. J. Wagg (Muckle CC) .....	2.17
8. E. Gormley (Derwentside CC) .....	2.17
9. J. Sample (Bede and Byron CC) .....	2.19
10. L. Ager (Derwentside CC) .....	2.19

**Veterans:** Colin Atkinson

**Juniors:** Josh Reid (Gosforth RC) .. 2.22

**Women:** Ingrid Shepherd (Sunderland Clarion) 3.00

Huddersfield RC (Ripponden Bank, West Yorkshire, 1,320 yards):

<b>1. Kieran Savage (Yorkshire RCO)</b> .....	<b>3:17.6</b>
2. J. Gilbert (Warrington RC) .....	3:28.4
3. N. Allatt (RNRMA) .....	3:34.0
4. J. Hodgson (Kuota Spinergy) .....	3:35.7
5. J. Paxman (Huddersfield Star Wh) .....	3:40.0
6. J. Wakefield (Huddersfield Star Wh) .....	3:51.6
7. A. Askwith (Bridlington CC) .....	3:52.1
8. A. Pearson (HD Revolutions) .....	3:53.4
9. P. Smith (Huddersfield Star Wh) .....	3:53.8
10. M. Gott (West Pennine RC) .....	3:54.0

**Juniors:** Kieran Savage

**Juveniles:** Nathan Allatt

**Veterans:** Andrew Askwith

**Women:** Melissa Brand (Solihull CC) .. 4:34.2

### CC Sudbury (Semer Hill, near Hadleigh, Suffolk):

<b>1. Fabian Horrocks (Veloschils-Interbike RT)</b> .....	<b>43.9</b>
2. F. Longstaff (Colchester Rovers CC) .....	44.6
3. D. Zagni (Ipswich BC) .....	46.5
4. O. Jones (Ipswich BC) .....	47.2
5. L. Symes (Manningtree Wh) .....	47.4
6. H. McDougall (Leicester Forest CC) .....	47.4
7. J. Aiken (Stowmarket and Dist CC) .....	47.6
8. M. McClachlan (Manningtree Wh) .....	47.6
9. B. Longstaff (Colchester Rovers CC) .....	48.3
10. G. Collins (Manningtree Wh) .....	48.4
<b>Team:</b> Manningtree Wh (Symes, McClachlan, Collins) .....	2:23.4
<b>Women:</b> Samantha Segger (Boxford BC) .....	54.7 (new CR)

**Juniors:** Fabian Horrocks

**Veterans:** Daniel Zagni

**Juveniles:** Bob Longstaff

### Saturday, October 17

East Sussex CA (Firle Bostal, East Sussex, 1,433 yards):

<b>1. Ed Bradbury (NFTO Pro Cycling)</b> .....	<b>3:25.9</b>
2. J. Lowden (Neon Velo) .....	3:33.4
3. P. Tados (In Gear-Quickvit RT) .....	3:42.9
4. R. Cartland (South Downs Bikes) .....	3:56.5
5. W. Adams (Rapha CC) .....	4:08.8
6. D. Ross (Velo Club Motel) .....	4:18.4
7. R. Parker (East Grinstead CC) .....	4:25.1
8. M. Maxwell (Rye and Dist Wh) .....	4:35.0
9. M. Woods (Eastbourne Rovers CC) .....	4:37.3
10. R. Pelham (Lewes Wanderers CC) .....	4:38.3

**Women:** Tamar Vanderhaas (Lewes Wanderers CC) .. 5:04.6

**Juniors:** Michael Maxwell

## Rider of the week

**Kieran Savage**  
(Yorkshire RC)

BUCS Hill-Climb Championship  
National Hill-Climb Championship

The student was crowned British Universities and Colleges Sport Hill-Climb Champion on Saturday, and then claimed 10th place overall in the National Hill-Climb Championship 24 hours later.

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.



<b>Veterans 40-44:</b> Matthew Woods	
<b>Veterans 45-49:</b> Robin Parker	
<b>Veterans 50-54:</b> Paul East (Reading CC).....	4:48.5
<b>Veterans 55-59:</b> Peter Baker (Lewes Wanderers CC).....	5:06.2
<b>Veterans Over-60:</b> Geoff Smith (Eastbourne Rovers CC).....	5:43.6
<b>Team:</b> In Gear-Quickvit Trainsharp RT (P. Tados, T. Tados, S. Dix).....	13:57.4

#### Drighlington BC (Scotchman Lane, Batley):

<b>1. Kieran Savage (Yorkshire RC) .....</b>	<b>2:59.1</b>
2. L. Killworth (Welland Valley CC).....	3:12.2
3. A. Pearson (HD Revolutions).....	3:27.3
4. W. Boyes (Team Cystic Fibrosis).....	3:33.1
5. J. Wakefield (Huddersfield Star Wh).....	3:36.1
6. A. Askwith (Bridlington BC).....	3:37.2
7. P. Brierley (Huddersfield RC).....	4:05.8
8. A. Killworth (Welland Valley CC).....	4:14.6
9. R. Towers (Drighlington BC).....	4:35.5
10. A. Riley (Drighlington BC).....	4:35.5
<b>Veterans:</b> Andrew Pearson	

### Cyclo-cross

#### Sunday, October 25

#### British Cycling National Trophy Series round 2 (Moorways Leisure Centre, Derby):

**Elite men:** 1. Ian Field (Hargroves Cycles-Ridley RT) 1.01.20; 2. A. De Clercq (Sunweb-Napoleon Games CT) +0.28; 3. G. Briggs (JLT Condor) +0.32; 4. S. Roach (Team Raleigh-GAC) +0.33; 5. P. Oldham (Hope Factory Racing) +0.35; 6. N. Craig (SCOTT Racing) +0.41; 7. B. Sumner (Beeline-Gener8) +0.52; 8. J. Clarkson (Hope Factory Racing) +1.07; 9. N. Barnes (Hargroves Cycles Ridley RT) +1.22; 10. G. Drake (Leisure Lakes Bikes.com) +1.47.

**Under-23:** 1. Nicholas Barnes; 2. G. Thompson (Sleaford Wheelers); 3. J. Humphreys (Wheelbase Altura MGD).

**Elite women:** 1. Hannah Payton (Team Kinesis) 41.57; 2. A. Mellor (Paul Mines Cycles) +0.20; 3. B. Crumpton (North West CC) +0.29; 4. D. Lee (Team Mulebar GirlSigma Sport) +0.46; 5. A. Simpson (Hope Factory Racing) +0.57; 6. F. James (Abergavenny RC) +1.02; 7. A. Carter (Hope Factory Racing) +1.04; 8. M. Gammons (Sherwood Pines Cycles SRAM RT) +1.44; 9. M. Pacios Pujado (Zappi's RT) +1.58; 10. C. Broughton (Mid Shropshire Wh) +2.00.

**Junior men:** 1. Thomas Pidcock (Oldfield/Paul Milnes Cycles) 37.28; 2. B. Turner (Paul Milnes Bradford Olympic) +0.12; 3. C. Fernie (Nottingham Clarion CC) +0.45; 4. C. Orr (Sherwood Pines Cycles SRAM RT) +0.46; 5. H. Yates (Hargroves Cycles-Ridley RT) same time; 6. M. Donovan (Beacon Wh) +0.57.

**Veterans 40-49:** 1. Rob Jebb (Hope Factory Racing) 40.46; 2. D. Atkins (Ride Coventry) +10; 3. J. Bryan (www.Zepnat.com RT) +0.22; 4. K. Lapere (Annequin CT) +0.26; 5. A. Parry (Urban-Cyclery) +0.51; 6. A. Taylor (C and N Cycles) +0.53.

**Veterans over-50:** 1. Chris Young (Pedalsport CC) 41.53; 2. T. Gould (www.Zepnat.com RT) +0.25; 3. P. Roberts (Team Jewson-MI Racing) +0.48; 4. G. Johnson (Sunset Cycles) +0.49; 5. M. Style (Manchester Wheelers Club) +2.04; 6. R. Muchmore (Revel Outdoors) +2.06.

**Under-16 boys:** 1. Ben Tulett (Beeline Bicycles RT) 32-20; 2. L. Askey (Lichfield City CC) +0.19; 3. T. Barnes (Lichfield City CC) +0.21; 4. E. Cameron (East Bradford CC) +1.08; 5. B. Healy (Solihull CC) +1.13; 6. T. Dussek (Nottingham Clarion CC) +1.23.

**Veteran women:** 1. Maddi Smith (Bolsover & District CC) 37.04; 2. M. Verweij (Team Jewson-MI Racing) +1.17; 3. H. Pattinson (Solent Pirates) +1.24; 4. A. Kinloch (PH-MAS VCUK Women's CT) +2.02; 5. T. Fletcher (Team Empella Cyclo-Cross.com) +2.29;

6. B. Martin (Adept Precision RT) +2.38.

**Under-16 girls:** 1. Poppy Wildman (Nottingham Clarion CC) 29.32; 2. H. Harnden (Malvern Cycle Sport) +0.21; 3. E. Grace (Welwyn Wh) +0.39; 4. O. Fawcett (Hetton Hawks CC) +0.40; 5. X. Crees (Team Empella Cyclo-Cross) +0.41; 6. M. James (Abergavenny RC) +1-07.

**Under-14 boys:** 1. Alec Gregory (Leicestershire RC) 35.01; 2. O. Stockwell (Welwyn Wh) +0.07; 3. M. Egglestone (Beacon Wh) same time; 4. G. Ball (Furness Future Flyers) +0.23; 5. F. Birchill (Certini) +0.27; 6. J. Kiely (Welwyn Wh) +0.53.

**Under-14 girls:** 1. A. Wadsworth (Beeline Bicycles RT) 30.42; 2. M. Wadsworth (Beeline Bicycles RT) +0.51; 3. E. King (Towry Riders) +0.57; 4. A. Oxley-Szlagyi (PH-MAS VCUK Women's CT) +1.35; 5. A. Wayte (www.Zepnat.com RT) +1.58; 6. J. Nelson (M and D Cycles-Fusion RT) +2.50.

#### Scottish Series round 2 (Knockburn Loch, Aberdeenshire):

**Seniors:** 1. David Lines (Velosure Starley Primal) 1:02.47; 2. N. Walker (Walkers CC) +2.27; 3. S. Clark (Team Thomsons Cycles) +2.56; 4. G. Williamson (777 Racing) +3.24; 5. G. MacDonald (Hope Factory Racing) +3.26; 6. D. Whitehead (Bike Station Ballater) +6.34; 7. I. Dunlop (Velo Club Moulin) +7.21; 8. J. Stronach (Spokes RT); 9. S. Lindsay (Glasgow Uni); 10. A. Clark (Velocity 44 Stirling).

**Veterans 40-49:** 1. Stephen Jackson (Glasgow United CC) 0:39.07; 2. G. McCrae (Leslie Bike Shop) +0.11; 3. J. McCaffery (Pedal Power RT) +1.32; 4. A. Watt (Granite City RT) +1.36; 5. J. Melville (Glasgow United CC) +1.51; 6. F. Porco (Leslie Bike Shop) +2.05.

**Veterans over-50:** 1. Brendan Roe (Leslie Bike Shop) 0:41.42; 2. G. Grant (Moray Firth CC) +0.43; 3. M. Barnett (Leslie Bike Shop) +1.18; 4. M. Dunlop (Velo Club Edinburgh) +1.56; 5. A. Dow (Ronde CC) +2.01; 6. G. Beall (Leslie Bike Shop) +2.31.

**Women:** 1. Madeleine Robinson (Velo Club Moulin) 0:42.09; 2. A. Ewing (WV Breda) +0.16; 3. J. Barr (Velocity 44 Stirling) +0.38.

**Juniors:** 1. Conner Johnstone (Leslie Bike Shop) 0:40.16; 2. J. MacLeod (Spokes RT) +2.12; 3. C. Gow (Tyneside Vagabonds CC) +2.22.

**Veteran Woman:** Brenda Callander (Stirling Bike Club)

**Under-16 boy:** Struan Pryde (Deeside Thistle CC)

**Under-16 girl:** Ishbel Strathee (Edinburgh RC)

**Under-14 boy:** Callum Cooper (Ythan CC)

**Under-14 girl:** Anna Flynn (Edinburgh RC)

**Under-12 boy:** Frederick Fuller (Edinburgh RC)

**Under-12 girl:** Imani Pereira-James (Glasgow Riderz)

**Under-8 boy:** Oliver Bain (unattached)

**Under-8 girl:** Niamh Waters (Edinburgh RC)

#### Western League round 6 (Stapleton, Bristol):

**Senior:** 1. Simon Richardson (Global Cycling Network) 0:53.28; 2. B. Davies (Cheltenham Cycles) +1.31; 3. J. Whateley (Bath University CC) +2.07; 4. A. King (unattached); 5. J. Linden (Royal Dean Forest CC); 6. C. Croft (Primera-Sports); 7. P. Giddings (VC Walcot); 8. J. Britton (Bristol CC); 9. K. Chrostek (Cardiff Ajax); 10. C. Swift (Polypipe).

**Veteran Junior/Women:** 1. Simon Snowden (73 Degrees CC) 0:56.37; 2. A. White (Royal Dean Forest CC) +0.02; 3. C. Denning (Dream Cycling) +0.52; 4. P. Kench (Banjo Cycles); 5. N. Brown (Bristol CC); 6. K. Brewer (Strada Cycles).

**Veteran 50+:** Donald MacGregor (Cheddar CC)

**Woman:** Dorothy Liviabella (Ride 24/7)

**Under-16:** George Britton (Severn RC)

**Under-14:** Henry Johnson (Cheltenham & County)

#### Saturday, October 24

#### BWA West Midlands League round eight (Misterton, Lutterworth):

**Senior:** 1. Richard Jones (Renvalle RT) 45:17; 2. T. Payton (Islabikes) +1.11; 3. G. Moore (Bicicelo) +1.15; 4. M. Barrett (Renvalle RT); 5. L. Grivell-Mellor (JLT Condor); 6. J. Garrett (Welland Valley CC); 7. J. Hicks (Rugby Velo); 8. J. Peacock (Rhino Racing); 9. B. Wadey (Clee Cycles); 10. B. Symonds (Pb Performance).

**Veteran 40-49:** 1. Stephen Knight (Team Jewson-MI Racing); 2. G. Howard (unattached); 3. S. Stretton (RM Cycling); 4. M. Worrall (Halesowen A & CC); 5. K. Martin (unattached); 6. J. Darroch (unattached).

**Junior:** 1. Joshua Van Nierop (Welland Valley CC); 2. K. Lewis (Stratford CC); 3. X. Sullivan-Touye (Solihull)

**Women:** 1. Isla Rowntree (Islabikes); 2. C. Styler (Halesowen A & CC); 3. A. Garner (Welland Valley CC)

**Veteran 50+:** 1. Kirby Bennett (Team Jewson-MI Racing); 2. M. Davies (Pedal Power Loughborough); 3. D. McMullen (Cotswold Veldrijden)

**Under-16 boy:** Ben Healy (Solihull CC)

**Under-16 girl:** Emily Bridson (Jcay)

**Under-14 boy:** Simon Wyllie (Halesowen A & CC)

**Under-14 girl:** Eleanor Partridge (Welland Valley CC)

**Under-12 boy:** Ben Askey (Lichfield City CC)

**Under-12 girl:** Grace Lister (Wolverhampton Wh)

**Under-10 boy:** Lewis Tinsley (Stratford CC)

**Under-10 girl:** Rebecca Woodvine (Mid Shrops Wh)

**Under-8 boy:** George Cooper (Bolsover & District CC)

**Under-8 girl:** Holly Saunders (Solihull CC)

**Under-6 boy:** Jude White (Mid Shropshire Whls)

**Under-6 girl:** Tamsin Moss (Stratford CC)

#### Lazer North West League round 7

#### (Pignut Hill, Northwich):

**Seniors:** 1. Giles Drake (Leisure Lakes Bikes) 57:30; 2. J. Klekner (Huddersfield CC) +1.02; 3. M. Wardle (Wheelbase Altura) +1.10; 4. J. Thompson (Rutland CC); 5. M. Woffindin (Team Moda-Anon); 6. P. Lally (Onimpex Bio Racer RT); 7. R. Small (unattached); 8. C. Sefton (Horwich CC); 9. E. Roberts (Team Elite); 10. J. Tudor (Rossendale RC).

**Junior:** 1. Tom Martin (Furness Future Flyers); 2. T. Clarke (Red Rose Olympic CC); 3. T. Jones (Cycle Sport Pendle).

**Veteran:** 1. David Haygarth (Carnac-Planet X); 2. A. Brindle (Horwich CC); 3. S. Bottomley (Crosstrax)

**Women:** 1. Rebecca Preece (Contessa Scott Syncros); 2. L. Denby (Team 22); 3. M. Horsley-Frost (Buxton CC).

**Under-16 boy:** Cory Edmondson (Inspire VCUK RT)

**Under-16 girl:** Kim Baptista (Nutcracker Racing)

**Under-14 boy:** George Ball (Furness Future Flyers)

**Under-14 girl:** Melissa Boylin (Bolton Hot Wheels CC)

**Under-12 boy:** Ben Mashiter (Furness Future Flyers)

**Under-12 girl:** Erin Corrigan (Mossley CRT)

**Under-10 boy:** Alex Poulston (North End CC)

**Under-10 girl:** Lily Brindle (Preston Pirates)

**Under-8 boy:** Joel Lingard (Chester Go Ride)

**Under-8 girl:** Millie Baptista (Mid Lancs BMX)

### Time trials

#### Sunday, October 25

#### Scottish Team Time Trial Championship (Freuchie, Fife, 50km):

**1. Pro Vision Cycle Clothing (Robert Friel, Jason Roberts, David Griffiths, John Archibald).....**

**1:08.31**

2. Dooleys RT (G. Shirley, P. McLafferty, D. Gibson, J. Cusick).....1:11.04

3. Sandy Wallace Cycles (P. Ettles, S. Goldsworthy, A. Thomason, A. Mill).....1:11.08

4. Edinburgh RC (A. Dean, J. Fogarty, K. Russell, L. Peil).....1:12.40

5. Icarus Racing (D. Watson, A. Prenelle, R. Sutherland, G. Murdoch).....1:13.05

6. Dundee Thistle CC (A. Wilson, N. Scott, L. Coutinho, B. Sproul).....1:13.21

**Women**

1. Pro-Endurance (Emma Lamont, Claire Cosy, Rosemary Haddock).....1:23.20

2. Ayr Roads CC (J. Erskine, T. McIntosh, L. Wardrop).....1:24.57

3. Edinburgh RC (E. Borthwick, M. Captieux, J. Stevenson).....1:25.48

#### Sunday, October 18

#### Redmon CC GP des Gentlemen 18.65 miles (North Holmwood, Surrey):

#### Actual Fastest:

**1. Kevin Tye and Andrew Meilak (VeloRefined Aerosmiths).....38.59**

2. P. Hardcastle (Sigma Sport) and E. Sherwell (Look Mum No Hands).....41.12

3. J. Yates and S. Yates (In Gear-Quickvit).....41.25

4. L. Yates (Banks Catford) and C. Yates (East Grinstead CC).....41.28

5. C. Parkinson and A. Hicks (South Western RC).....41.51

6. D. Sadler and G. Hunt (RT 316).....42.20

7. D. Lush and S. Trehearn (Kingston Phoenix).....42.23

8. C. Birch and G. Bird (Hoops Velo).....42.32

9. O. Cliff and I. Jordan (Elite Cycling).....42.54

10. R. Tully and P. Mill (Elite Cycling).....42.58

**Team with a woman:** Hardcastle and Sherwell

**Composite:** Hardcastle and Sherwell

**Teams on standard:**

**1. Colin Parkinson and Andrew Hicks (South Western RC).....+2.00**

2. D. Shepherd and B. Fielden (GS Stella).....+1.16

3. K. Tye and A. Meilak (VeloRefined Aerosmiths).....+1.15

4. P. Hardcastle (Sigma Sport) and E. Sherwell (Look Mum No Hands).....+1.05

5. J. Yates and S. Yates (In Gear Quickvit).....-0.27

### Road racing

#### Saturday, October 24

#### Lancaster University Autumn Points Grabber Series week 3 (Salt Ayre, Lancs):

**2, 3, 4: 1. Tom Lowe (Lancaster Univ CC);**

2. A. Rowlandson (Bella in Sella); 3. A. Bishop (Andy Moore Autocentres Racing); 4. K. Zentek (Team Chronomaster); 5. A. Markham (Lune RCC); 6. J. Farrington (Sportcity Velo); 7. J. Agnew (unattached); 8. G. Woodhead (Lichfield City CC); 9. A. Tonks (THR Racing); 10. D. Parrington (Ribble Valley CRC).

**4th Cat:** 1. Lee Steele (unattached); 2. A. Loven (unattached); 3. J. Hannam-Pearson (Lancaster Univ CC); 4. T. Saxlund (Liverpool Century RC); 5. A. Hemsley (Lancaster Univ CC); 6. T. Lowe (Lancaster Univ CC).

#### Sunday, October 18

#### Surrey League Ottershaw Series round 1 (Brook Hall, Surrey, 60 miles):

**E, 1, 2, 3: Lewis Atkins (Pedal Heaven RT);** 2. M. Burke (Welland Valley CC); 3. J. Pine (Pedal Heaven RT); 4. J. Natale (Dulwich Paragon CC); 5. B. Purbrook (Full on Tri); 6. F. Barker (CT Friuli); 7. L. Walsh (VC St Raphael); 8. J. Outram (SP Torm); 9. J. Champken (VC St Raphael); 10. J. Bradley (Twickenham CC).

#### Kings Lynn CC Road Race (Grimsdon, Norfolk, 50 miles):

**3, 4: Darren Rutherford (Aylsham RC);** 2. S. Fuller (Cambridge CC); 3. M. Tickner (Cambridge Tri Club); 4. S. Laborde (Aylsham RC); 5. J. Halloran (Cambridge CC); 6. C. Wright (VC Norwich); 7. I. Carr (VC Norwich); 8. R. Valdes (Islington CC); 9. L. Byrne (Witham Wh); 10. N. Berwick (Peterborough CC).

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**BLUE NORCROSS CARBON** cyclo-cross race bike, medium (56 cm). Campag Scirocco G3 wheels, Ritchey Megalyte tyres, TRP brakes, XTR mechs, 9-speed, Ultegra triple, Selle Italia saddle, new cables, very good condition. £550 ono. Milton Keynes. Tel: 01908 236743. Email: robertchaundy@dsl.pipex.com 29/10



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## FRAMES



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# Dr Hutch

The Doc has been enjoying not cycling so much that he's considering giving it up for good

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**B**y the standards of the last few years, my season this year has been a quiet one. I've done no more than a handful of local races. I've probably ridden only eight or nine hours most weeks. Partly it was because of work commitments, partly it was that I'd got a bit tired of constantly travelling to events, and the endless, unmovable macro and micro-cycles of training that meant that in March I could already tell exactly where I'd be on August 13 at 2.30pm, and exactly how much I was going to be hating it.

The last three or four weeks

have been worse again. I've done so little that I've been face to face with what not doing it at all would be like. I'm going to call it 'the cyclopause'.

There have been a number of consequences. The most pressing is, obviously, the raw, trembling panic about lost fitness. Waking up in the night due to the reverberating thump of another point of VO2max dropping off my profile. Looking in the mirror and watching in horrified fascination as I expand like an only very slightly slowed-down film of an inflating life-raft.

But let me offer you a parable. At school, my best friend used to take an improbable number of afternoons off to go to the dentist. I assumed he was bunking off, but later discovered that he really was going to the dentist. "I've got really bad teeth," he explained. "And my mum says that if I don't go to the dentist, they'll get worse."

"So?" I said.

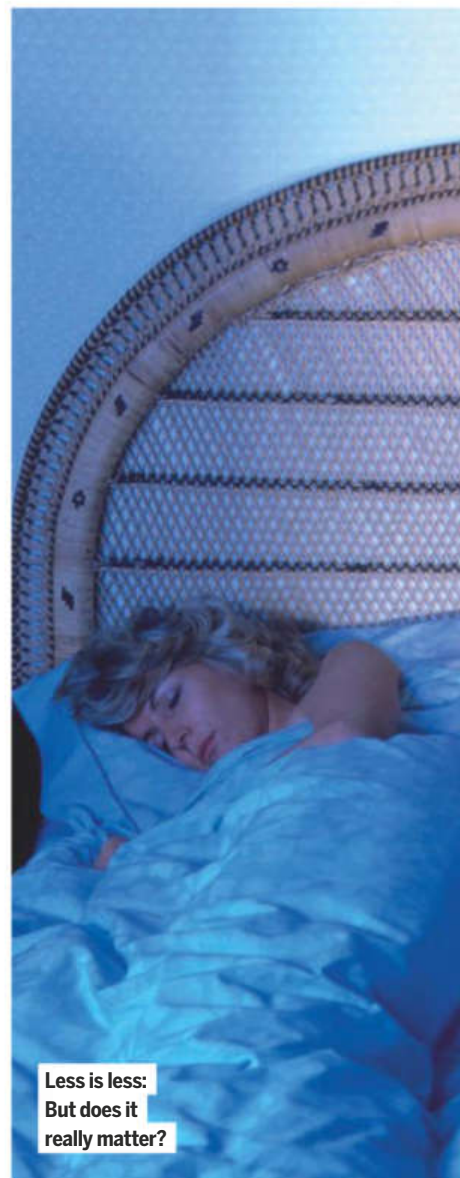
"Well, then I'll have to go to the dentist."

"Whereas at the moment?" (Yes, I spoke like that.)

## Middle-age decay

He got my point. Now in middle age, he has teeth like Swiss cheese (colour and structural integrity as well as holes), and he's all the happier for it.

Losing fitness only matters if you were going to use it for something. If that was just going to be more cycling, but you're no longer a cyclist, it doesn't matter. If you're never going to use it, you'll never notice it's gone. Imagine



how you'd react if someone broke into your kitchen and stole nothing but the flaccid, pale-yellow carrots from the bottom of the fridge and that weird guillotine thing for slicing hard-boiled eggs.

The living areas of my house are now free of bicycles. I tidied them up into the garage a couple of weeks ago, and they're still there. This came as a genuine surprise. I'm slightly embarrassed to realise that I'd come to assume that they came into the house on their own.

It's also had the handy side-effect that I can now, from a position atop the moral high ground, conduct a debate that I might finally win about the 12

## Dear Doc

An email arrives from someone calling himself simply, 'Ian':

At a bike show this summer, a chap approached a stall. He was accompanied by a daughter of about nine. The chap picked up a time trial helmet.

"What's that?" enquired the girl.

"It's a pointy hat."

"What's it for?"

"Riding time trials."

"But you don't ride time trials."

"I would if I had a pointy hat."

He tried on the hat and found it fitted perfectly.

"It looks stupid," said the child, "And anyway, shouldn't the point be at the front?"

Daddy explained fluid dynamics. The girl was not falling for that.

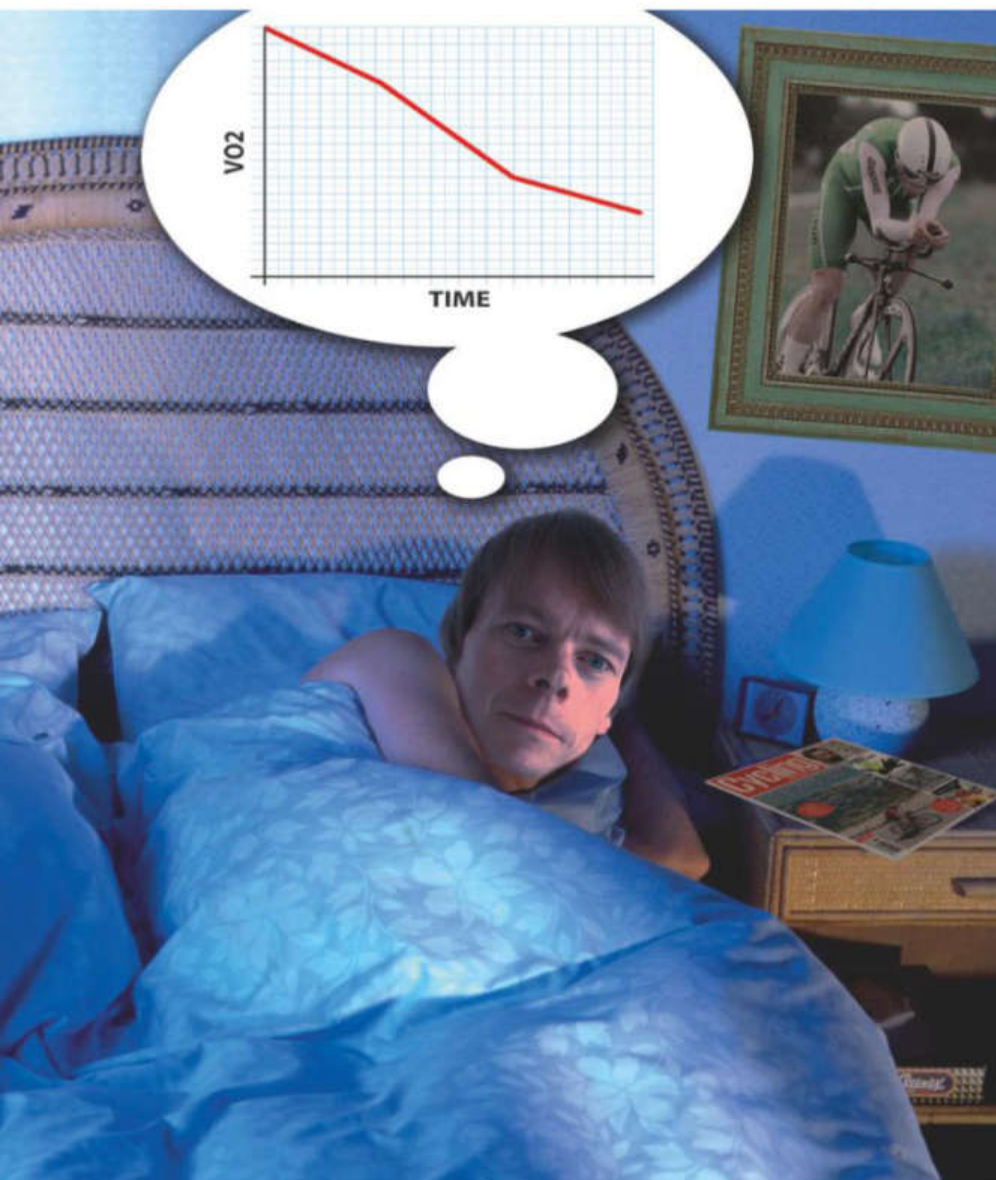
"You're not actually going to buy it, are you?"

"Yes, I think I will," said daddy, making a stab at assertiveness.

The girl thought for a moment.

"I'm afraid I'm going to have to go and fetch Mummy," she said.





## “Losing fitness only matters if you were going to use it for something”

pairs of running shoes Mrs Doc keeps in the hall. (She has ‘racing shoes’, ‘training shoes’, ‘cross-shoes’, ‘fell-running shoes’... Frankly ridiculous.)

### **Inverse Hubbard coefficient**

The kitchen cupboards are always full of food, because there’s no real reason to eat it now. It’s all carbohydrate, which is a bit of an issue because of its bulk. Happily, I’ve found an empty cupboard

to put 12 kilos of porridge in. I’m sure it used to contain a few bottles of gin and some red wine inherited from my Great Aunt Florence, but all of that seems to have disappeared over the last few months, which have passed in a cheerful, slightly fuzzy blur.

The truth is that since the cyclopause, life has become easier and much more relaxed. I’ve gained about three hours a day, and I’ve saved a fortune on inner tubes and bike cleaner.

There’s only been one tiny problem. I miss cycling. And it’s probably worth tripping over six pairs of trainers every morning to get back to it.

## How to... to be coached



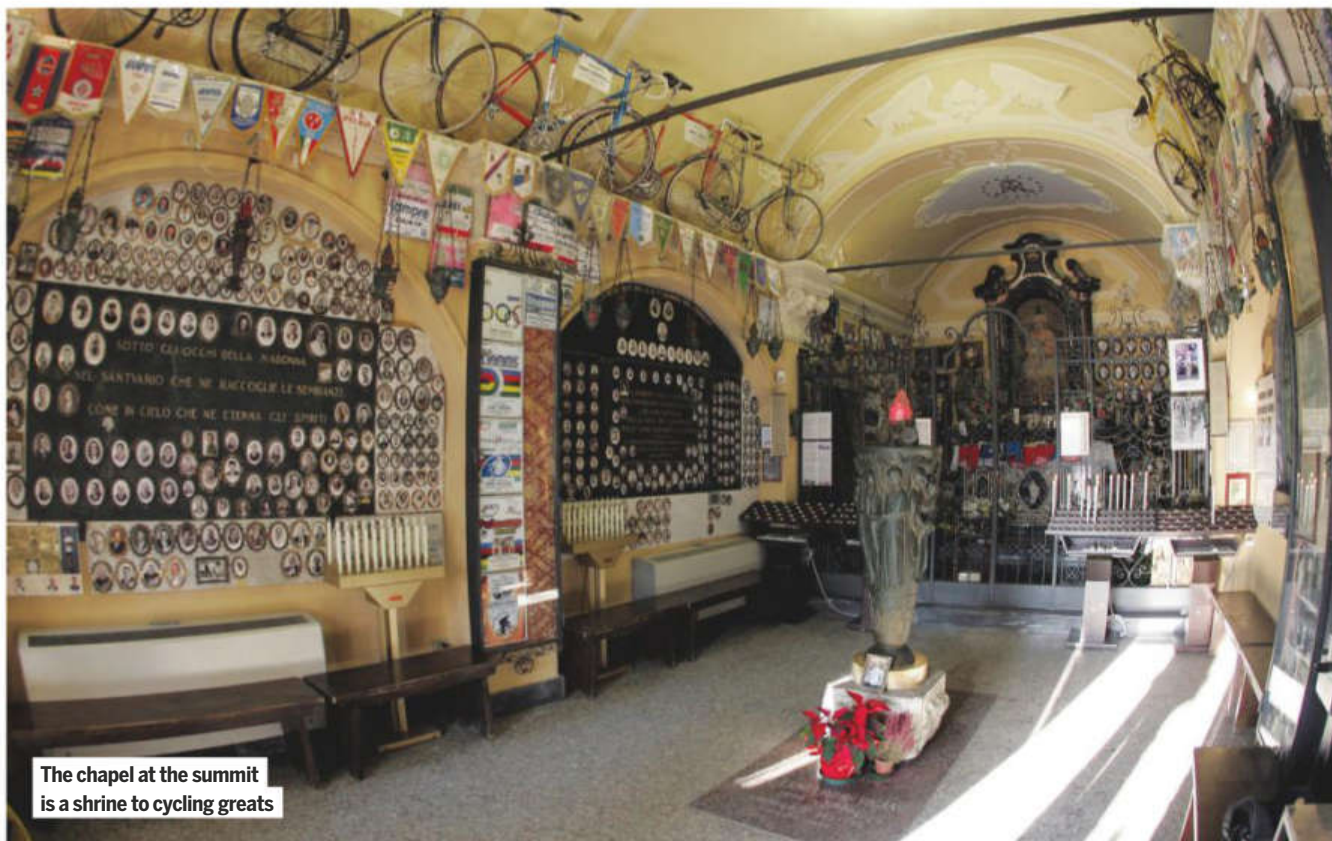
Cycling coaches used to be gruff men in caps who told whippet-thin youngsters to lose a stone and not to come back till they’d managed it. Anyone over the age of 18 was ignored totally, since they were already much too old to waste that kind of detailed advice on.

The modern coach is different, mainly in as much as they usually want paying, and have in consequence been able to swap the cap for an Audi TT. However, once you’ve paid up, a number of benefits accrue to you.

You’ve now outsourced all responsibility for your training, your diet, your self-discipline, your motivation and all the general crapness that tends to characterise your cycling. If you are rubbish, it is no longer your fault. No more self-recrimination — instead you can get straight on the phone and recriminate at someone else. And they have to take it. They’ve got a certificate.

The other plus is that you’ve now bought a best cycling friend, who has no choice at all about whether they listen to your endless wittering about your form, your sinus infection, your slightly sore knee, whether you ought to change to a different saddle, and anything else the hell you think they should listen to. They knew the risks when they cashed the cheque.

Finally, they might possibly make you a better cyclist. But that’s such a trivial benefit in the context of the other two that it’s really not worth getting too hung up on.



The chapel at the summit is a shrine to cycling greats

# Madonna del Ghisallo

*Chris Sidwells* describes the almost sacred allure of Il Lombardia's signature climb

**T**he fifth and final Monument of the season started life as the Giro di Lombardia but is now simply Il Lombardia. Two words perhaps say it better than three — because this race is all about Lombardy. The one-day Classic is set in the most beautiful part of this region in northern Italy, an area known as 'the Italian Lake District'.

Il Lombardia threads through soaring, rocky peaks and around deep blue lakes on a route that has changed many times yet always retained its character. There are countless climbs for a route-planner to play with in this part of Italy, but one is a constant: the Madonna del Ghisallo. It has been part of the race since 1919.

The 10.6km climb starts in the resort of Bellagio, among the beautiful holiday villas at the very tip of the piece of land that sits between the two 'legs' of the

(upside-down) Y-shaped Lake Como. This iconic climb's real name is the Passo del Ghisallo.

## Like a virgin

The name Madonna del Ghisallo comes from the chapel at the top, where it is said that the medieval Count of Ghisallo was saved from a band of robbers by the appearance of the Virgin Mary. It's a tranquil place of birdsong, sunshine and dappled shadows, and even when Il Lombardia has been and gone each year, it remains a destination for cyclists. The Madonna del Ghisallo is the patroness of cyclists, declared by Pope Pius XII during the 1949 Giro d'Italia.

An eternal flame burns inside in memory of every cyclist who has died on Italian roads, and the walls are hung with their pictures and with bikes and jerseys donated by champions from every era.

Gianni Motta, Felice Gimondi and Eddy Merckx have bikes there. Francesco Moser's 1984 Hour record bike looks prehistoric compared to the elegant aerodynamic track machines of today.

Undoubtedly the most poignant bike here is that of the late Fabio Casartelli, its forks cruelly bent back by the impact of the crash that cost the 1992 Olympic road race champion his life on the descent of the Col du Portet d'Aspet in the 1995 Tour de France.

And now, behind the chapel, behind the statues of Gino Bartali and Fausto Coppi, there's a museum of cycling, a modern purpose-built centre that houses a huge archive of Italian cycling history.

It was created by Fiorenzo Magni, never a winner of Il Lombardia but a Lombardian by birth. Magni's claim to cycling fame lies further north, in Flanders, where he holds the record of three consecutive wins in the Ronde van Vlaanderen and is 'Il Leone delle Fiandre', the only non-Flemish cyclist to be hailed as a Lion of Flanders.





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